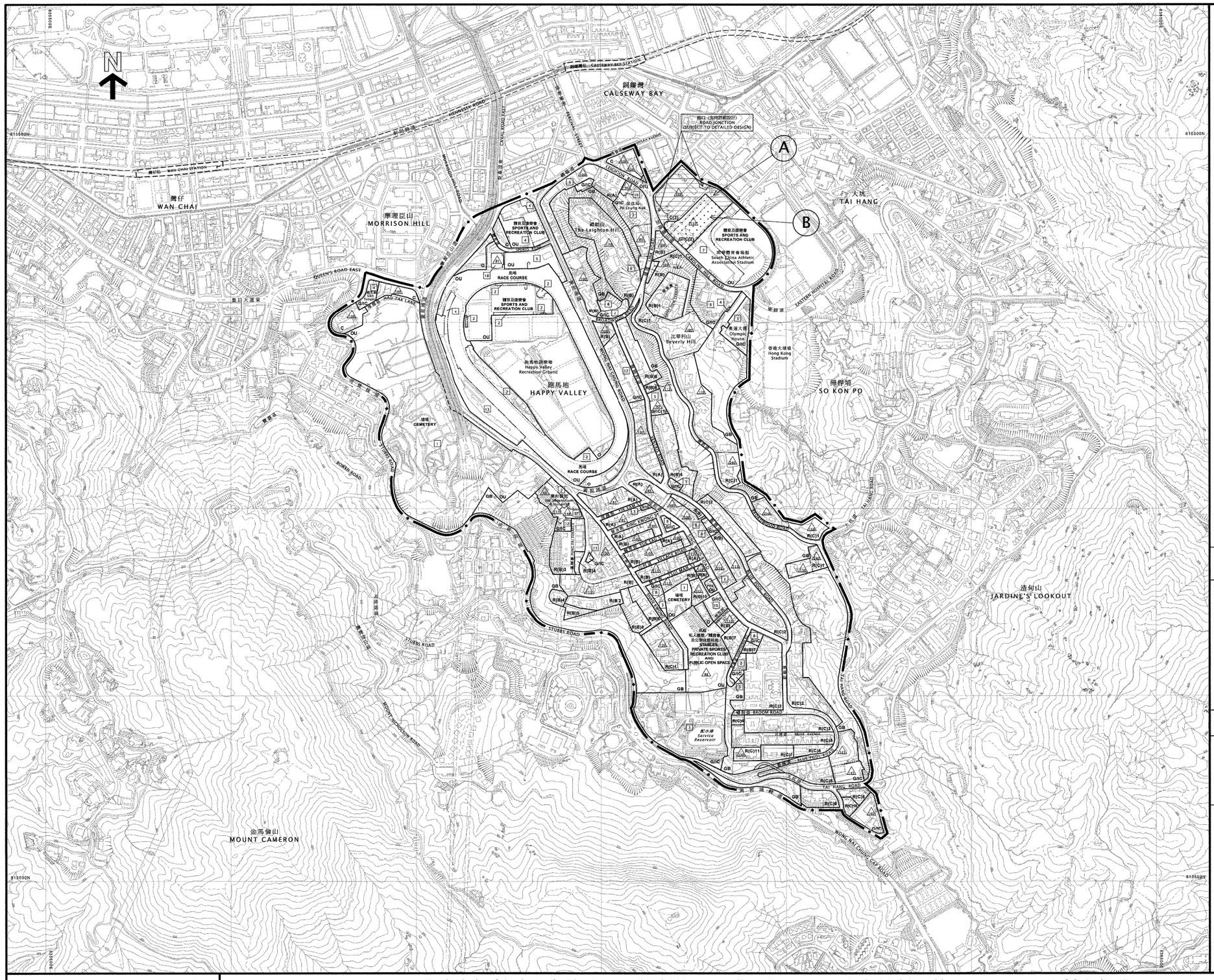


圖例
NOTATION

ZONES — 地帶

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

COMMUNICATIONS — 交通

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

MISCELLANEOUS — 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	100	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	2	最高建築物高度（層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	2.84	2.06	商業
RESIDENTIAL (GROUP A)	5.65	4.10	住宅（甲類）
RESIDENTIAL (GROUP B)	15.40	11.19	住宅（乙類）
RESIDENTIAL (GROUP C)	17.83	12.95	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	13.48	9.79	政府、機構或社區
OPEN SPACE	9.34	6.78	休憩用地
OTHER SPECIFIED USES	34.74	25.23	其他指定用途
GREEN BELT	20.60	14.96	綠化地帶
MAJOR ROAD ETC.	17.80	12.94	主要道路等
TOTAL PLANNING SCHEME AREA	137.68	100.00	規劃範圍總面積

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

核准圖編號 S/H7/19 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H7/19

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

（參看附表）
(SEE ATTACHED SCHEDULE)

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

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

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

SCALE 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

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

圖則編號 PLAN No. **S/H7/20**

城市規劃委員會根據《城市規劃條例》(第 131 章)
對黃泥涌分區計劃大綱核准圖編號 S/H7/19
所作修訂項目附表

I. 就圖則所顯示的事項作出的修訂項目

A 項 - 把位於加路連山道北面及東面面向禮頓道的一塊土地，由「其他指定用途」註明「體育及康樂會」地帶及「政府、機構或社區」地帶改劃作顯示為「商業(2)」地帶及把最高建築物高度由 2 層及 3 層修訂為主水平基準上 135 米。

B 項 - 把位於加路連山道南面的一塊土地，由「政府、機構或社區」地帶改劃作顯示為「政府、機構或社區(2)」地帶及把最高建築物高度由 3 層修訂為主水平基準上 135 米。

II. 就圖則《註釋》作出的修訂項目

(a) 修訂「商業」地帶《註釋》的「備註」，以納入「商業(2)」支區的總樓面面積限制及提供有關政府、機構或社區設施及公眾休憩用地的條款。

(b) 修訂「政府、機構或社區」地帶《註釋》的「備註」，以納入「政府、機構或社區(2)」支區的總樓面面積限制。

(c) 刪除「商業」地帶《註釋》內第一欄用途及「住宅(乙類)」地帶第二欄用途內的「街市」，以及在「住宅(甲類)」及「政府、機構或社區」地帶《註釋》內的第二欄用途內，把「商店及服務行業」修訂為「商店及服務行業(未另有列明者)」。

城市規劃委員會

2019 年 5 月 24 日

泊車位的比率。關於這一點，委員備悉在二零一七至二零一八年相關屋邨的承租率超過50%。

14. 經商議後，小組委員會決定按照申請人向城市規劃委員會(下稱「城規會」)所提交申請的內容，批准這宗申請。這項規劃許可屬臨時性質，有效期為三年，由二零一九年四月十七日至二零二二年四月十六日止，並須附加下列條件：

「必須把剩餘的泊車位優先出租予澤安邨、南山邨、及石硤尾邨的住戶，並與運輸署署長商定擬租予非住戶的泊車位數量。」

15. 小組委員會亦同意告知申請人，留意文件附錄V所載的指引性質的條款。

[主席多謝高級城市規劃師／荃灣及西九龍馮志慧女士出席會議，解答委員的提問。她於此時離席。]

[主席此時返回席上，並恢復主持會議。]

[潘永祥博士此時返回席上，而余烽立先生則於此時到席。]

港島區

議程項目5

[公開會議]
擬修訂《黃泥涌分區計劃大綱核准圖編號S/H7/19》
(都會規劃小組委員會文件第1/19號)

16. 秘書報告，改劃用途地帶的用地位於黃泥涌。下列委員已就此議項申報利益：

黎庭康先生 — 其父母於銅鑼灣禮頓山共同擁有一個單位；

羅淑君女士 － 與其配偶於跑馬地雲地利道共同擁有一個單位；以及

關偉昌先生 － 其近親於銅鑼灣擁有一個單位。

17. 小組委員會備悉，關偉昌先生尚未返回席上。由於黎庭康先生的父母共同擁有的物業和羅淑君女士與其配偶共同擁有的物業並非直接望向改劃用地，故小組委員會同意他們可留在席上。

簡介和提問部分

18. 以下政府的代表及顧問此時獲邀到席上：

顧建康先生 － 規劃署港島規劃專員；

陸國安先生 － 規劃署高級城市規劃師／港島；

方巧妍女士 － 運輸署高級工程師／灣仔(署任)；

陳偉康先生 － 路政署高級區域工程師／一般職務(2)；

溫志堅先生 － 路政署區域工程師／一般職務(2)；

蘇洪德先生 － 艾奕康有限公司執行董事／交通運輸規劃；以及

黃韻婷女士 － 艾奕康有限公司高級工程師／交通運輸規劃。

19. 主席歡迎各人到席，接着請高級城市規劃師／港島陸國安先生向委員簡介文件。陸國安先生借助投影片簡介文件詳載的擬議修訂，並陳述下列事宜：

背景

(a) 為善用核心商業區內的政府土地和應付區域法院級別法庭設施的長遠需要，建議將一幅位於加路連山道及禮頓道交界的用地(下稱「加路連山道用地」)用作商業發展，並闢設一個由區域法院、家事法庭及土地審裁處組成的區域法院；

對分區計劃大綱圖作出的擬議修訂

(b) 修訂項目 A——建議改劃一幅北面為禮頓道、東面及西面為加路連山道，以及南面為前機電工程署總部的用地(約 1.60 公頃)，將該用地由最高建築物高度限為兩層的「其他指定用途」註明「體育及康樂會」地帶及最高建築物高度限為三層的「政府、機構或社區」地帶改劃為「商業(2)」地帶，並將最高建築物高度訂為主水平基準上 135 米，最大總樓面面積訂為 100 000 平方米；

(c) 修訂項目 B——建議將一幅位於香港南華體育會以北及毗連加路連山道(西面)的用地(約 1.06 公頃)由最高建築物高度限為三層的「政府、機構或社區」地帶改劃為「政府、機構或社區(2)」地帶，並將最高建築物高度訂為主水平基準上 135 米，最大總樓面面積訂為 70 000 平方米；

對分區計劃大綱圖的《註釋》及《說明書》作出的擬議修訂

(d) 為加入相應的發展限制及遵照經修訂的《法定圖則註釋總表》，已對《註釋》內的「商業」地帶及「政府、機構或社區」地帶作出相應修訂；

技術評估

(e) 已進行各項技術評估，有關的評估證明擬議發展不會對該區的交通、環境、視覺、空氣流通及景觀造成不可接受的影響；

(f) 根據交通檢討，在進行擬議的路口改善工程後，擬議發展不會對交通造成無法接受的影響。加路連山道用地有部分地方會用作進行擬議路口改善工程及提供一條連接加路連山道東面和西面的新通道；

(g) 相關政府部門對擬議修訂沒有負面意見；

政府、機構或社區設施及休憩用地的供應

(h) 根據該區約為185 000人的規劃人口計算，該區的主要政府、機構或社區設施並無短缺。建議在該「商業(2)」用地內闢設面積不少於6 000平方米的公眾休憩用地；以及

諮詢灣仔區議會

(i) 當局已於二零一八年五月八日及二零一九年一月八日諮詢灣仔區議會。大部分灣仔區議員主要是基於交通理由反對擬議修訂。一些區議員認為不應在加路連山道用地進行商業發展，一些區議員則認為應闢設更多政府、機構或社區設施，例如文娛中心及安老院舍。為回應灣仔區議會的建議，當局在諮詢相關政府部門後，建議在該「商業(2)」用地內闢設一間地區康健中心及一間幼兒中心。

[楊偉誠博士此時到席。]

商業及區域法院用途

20. 委員大致同意將該幅加路連山道用地作商業發展及區域法院的建議用途，因為該地點位於銅鑼灣核心商貿區的邊緣。一名委員表示，由於一些現有的法庭設施日漸老化，故應該支持在加路連山道用地闢設由區域法院、家事法庭及土地審裁處組成的區域法院的建議。

發展規模

21. 一名委員留意到該「政府、機構或社區(2)」用地的擬議地積比率限為6.6倍，較區內其他用地為低。顧建康先生解釋，根據司法機構的意見，該區域法院所需的總樓面面積及地盤面積分別為70 000平方米及10 000平方米，因此得出6.6倍的擬議發展地積比率。考慮到區域法院的性質及運作上的要求，不建議在同一地點闢設其他公眾設施。顧先生進一步解釋，當局在充分考慮該區的道路網絡的承載力後，才就整幅加路連山道用地提出擬議發展密度。根據交通檢討的結果，整幅加路連山道用地的最大總樓面面積限為170 000平方米。當局把70 000平方米的總樓面面積預留作區域法院用途後，尚餘最多100 000平方米的總樓面面積可作商業發展，即相等於11.17倍的地積比率。顧先生回應一名委員的提問時澄清，該100 000平方米的總樓面面積亦包括用作闢設政府、機構或社區設施和公共交通設施的總樓面面積，而根據相關政府部門的聯合作業備考，在計算總樓面面積時，地下停車場可獲豁免。

交通影響

22. 一名委員關注到擬議幼兒中心可能造成的交通影響，並詢問會否提供足夠的路旁避車處，以免車輛排隊至禮頓道或毗鄰地區。港島規劃專員顧建康先生表示，運輸署已要求在有關商業發展項目中提供最少七個上落客貨點。一名委員詢問有關項目將提供哪類公共運輸設施。顧建康先生回應說，該商業發展項目所提供的公共運輸設施，包括125個公眾泊車位，以及一個可能闢設的小巴總站。此外，建議進行路口、行人徑及行人過路設施改善工程，以紓解擬議發展可能造成的交通影響及改善現時的交通情況。

23. 一些委員詢問當局在進行交通檢討時，有否考慮車輛穿插而行的情況。艾奕康公司的執行董事／交通運輸規劃蘇洪德先生解釋說，他們觀察到加路連山道西行線因有車輛穿插切線，以致出現交通擠塞。為減少車輛轉線的需要，建議在禮頓道西行線與開平道之間的路口闢設一條左轉的專用行車線，以及把加路連山道用地以西的現有優先通行路口改為回旋處式的通道。一名委員詢問，擬議交通改善措施會否有效地紓解加路連山道西行的交通擠塞情況。蘇先生進一步解釋說，為改善加路連山道西行線現時的交通情況，把禮頓道北行線與開平道之間的路口由左轉行車線改為可左轉或右轉的行車線，以減少為

了右轉而切線的需要。此外，通過把加路連山道用地後移，便可在加路連山道多闢一條西行線。在落實擬議路口改善工程後，交通影響將可減至最低。

行人流通

24. 一名委員指出，大部分擬議行人改善措施都集中在禮頓道。他詢問擬議商業發展項目會否影響現時人流極高的開平道的行人流通情況，以及會否有其他紓解措施改善行人的流通性。顧建康先生回應說，土木工程拓展署已進行一項研究，探討可否把港鐵站的地下行人網絡伸延至銅鑼灣多幅用地(包括加路連山道用地)。為此，該商業用地的日後發展商須預留一個地下出口，以便闢設通往港鐵站的行人通道，而這項要求將會列入賣地條件內。一名委員進一步詢問有關的行人通道研究預計會於何時完成。顧先生回應說，有關的可行性研究已於今年開展，預計可於二零二零年完成。

政府、機構或社區設施的供應

25. 一名委員詢問地區健康中心的服務範圍，顧建康先生回應說，行政長官於二零一七年的施政報告中宣布，每區將設一間地區健康中心，以提升市民預防疾病的意識及自我管理健康的能力，推廣注重基層醫療服務的意識，優化相關服務的渠道，支援長期病患者，減輕專科及醫院服務的壓力。地區健康中心的服務主要集中第一、第二及第三層預防，專注在提供輔導服務、健康推廣及教育計劃、健康評估及篩查，以及長期病患篩查及管理服務。為此，委員可參考葵青區以試點形式設立的地區健康中心的運作。

26. 一名委員詢問，日後的發展商在有關商業用地闢設政府、機構或社區設施時，是否須符合任何設計及位置上的需求。顧建康先生回應說，發展商在闢設地區健康中心及幼兒中心時須符合相關政府部門所要求的規格，而有關要求將列入賣地條件內。

27. 一名委員進一步詢問，除地區健康中心外，可否一併加入長者康樂設施，以便為長者提供更全面的服務。顧建康先生表示，地區健康中心是食物及衞生局的政策範圍，而中心所提

供的設施尚在研究中。有關服務範圍的詳情將提交灣仔區議會，以徵詢他們的意見，而委員的建議亦會相應轉達給相關政府部門。同一名委員表示支持在加路連山道用地的商業發展項目內闢設地區健康中心及幼兒中心，但對於當局如何訂出提供各類政府、機構或社區設施的優次時，當局應提供更多資料。

28. 一名委員詢問加路連山道用地的現有運動設施會否予以重置。顧先生回應說，現時位於前郵政體育會及電訊盈科康樂會的現有設施並非公共設施，無須重置。

29. 據悉灣仔區議會曾表示需要闢設一個文娛中心，一名委員詢問加路連山道用地可否改作闢設一個文娛中心。顧建康先生指出，灣仔區議會提出的摩頓臺活動中心計劃，將提供額外的表演及活動場地，供區內居民使用。該計劃最近已獲立法會批出撥款。此外，康樂及文化事務署表示，文娛中心的規劃是以區為本，港島區現時的文娛中心供應充足。

<u>視覺影響及空氣流通</u>

30. 一名委員指出，從霎東街及維多利亞公園拍攝的電腦合成照片(文件附錄 VI 的圖 F 及 H)可見，加路連山道用地的發展會阻擋現有的視覺空隙。該名委員詢問能否調整建築物的分布，以盡量減低對視覺通透度的影響，並詢問把區域法院大樓置於用地南部的理據。顧建康先生回應說，當局擬備文件圖 5 所示的概念設計，旨在說明在該用地容納各項已規劃用途的可行性，而該設計亦可作為進行不同技術評估的基礎。確切的建築物分布及詳細布局，會在落實階段根據日後的設計決定。在概念設計中所示的 25 米及 20 米擬議建築物間距，以及禮頓道前方的新通道和休憩用地，旨在維持加路連山道用地的視覺通透度，把擬議發展的建築羣分隔，以及改善通風。根據為概念設計圖擬備的視覺影響評估及電腦合成照片，整體而言，擬議發展不會在視覺方面造成重大的負面影響。由於受到地盤限制，某些觀景點的視覺通透度難免會受到影響。

<u>景觀</u>

31. 一些委員認同保育兩棵古樹名木(下稱「古樹」)的做法，但發現「政府、機構或社區(2)」用地內的古樹被置於一

隅。他們指出，擬議安排會貶低該棵古樹的價值，令該棵古樹只流於一件展品。一些委員詢問可否調整布局，以融合擬議公眾休憩用地和該棵古樹。顧建康先生回應說，區域法院大樓的覆蓋範圍、對新通道的需求，以及法院的保安要求，限制了該棵古樹四周空間的用途。

32. 除兩棵在原址保育的古樹外，一名委員認為加路連山道用地內／用地西北邊陲的果樹值得保留，因為這些果樹具有教育意義，從情感角度看亦具價值。顧建康先生表示，因為加路連山道須進行擬議交通改善工程，一些現有樹木難免會受影響。就此，項目倡議人及發展商須遵照發展局的相關設計指引，盡量減低擬議發展對現有樹木造成的影響；以及須遵照地政處的作業備考，提出適當的美化環境措施及可行的樹木保護和補償種植建議。日後的發展商須提交美化環境建議，而這項要求會列入日後的賣地條件中。

33. 一名委員詢問，會否提供彈性讓日後的發展商採用創新的方法活化擋土石牆。顧建康先生表示，參照文件的圖5，擋土石牆的某些部分會受擬議交通改善工程影響，但有三部分的擋土石牆會被保留。日後的發展商在進行保育時，須遵照古物古蹟辦事處(下稱「古蹟辦」)所提出的技術要求。一名委員詢問擋土石牆的歷史價值，顧先生表示，估計擋土石牆於一九三零年代建成，但其歷史價值則有待古蹟辦按照其工作的緩急優次進行評估。保育部分擋土石牆是多年來就加路連山道用地進行公眾諮詢(包括於二零一八年及二零一九年諮詢灣仔區議會)後所得出的決定。雖然位於禮頓道的古樹並非生長在擋土石牆上，但其位置十分接近石牆，故為維持其完整性，該部分的石牆會予以保留。當局在擬備加路連山道用地的概念設計圖時，邀請古蹟辦參與其中的工作，並徵詢其意見。

概念設計

34. 顧建康先生回應一名委員的提問說，如概念設計圖所示，休憩用地會由商業用地日後的發展商設計、落實及管理。就此，日後的發展商須遵照發展局發出的《私人發展公眾休憩空間設計及管理指引》所載的設計及管理規定。一般而言，公眾休憩用地須在合理時間內對外開放，方便公眾前往。如日後的發展商擬在該公眾休憩用地進行商業活動，則須視乎情況向

地政總署及／或屋宇署申請豁免及／或許可。一名委員詢問，考慮到古樹及周邊區內休憩用地的位置，將公眾休憩用地設於加路連山道用地的東南端是否合適。另一名委員亦提議將休憩用地由東南端遷移至西南端，方便公眾前往。顧建康先生解釋，將區域法院設於加路連山道西行這個布局，是為了達到區域法院的設計要求，即需要最少 10 000 平方米的地盤面積及兩個車輛出入口，以配合司法機構的運作需要。如區域法院部分用地須預留作公眾休憩用地，則未必可符合司法機構提出的設計要求。此外，加路連山道東行沿路主要是住宅用途，將休憩用地設於用地的東南端可令區內居民受惠。儘管如此，顧先生指出建築物的位置及布局須在落實階段進行詳細設計時才有定案。

35. 一些委員進一步提議，可考慮對調商業發展及區域法院的擬議位置。顧建康先生解釋，將區域法院設於東南部是為了配合司法機構的要求，因為法院在運作上需要兩個車輛出入口。區域法院現時的位置可容許車輛在區間道路進出，直接通往地下低層、上落客貨區及泊車區。顧先生回應一名委員的提問說，已徵詢懲教署的意見，並將該署的要求納入概念設計中。主席解釋，此議項是請委員考慮是否同意分區計劃大綱圖的「商業(2)」地帶及「政府、機構或社區(2)」的改劃建議。擬備概念發展計劃只是為了顯示可行的布局，並可作為進行不同技術評估的基礎。個別用地的詳細布局會在落實階段根據日後的設計及用家的要求決定。

36. 一些委員對於分區計劃大綱圖「商業(2)」地帶及「政府、機構或社區(2)」地帶的擬議邊界有保留，尤其是關於擬議商業發展項目內的公眾休憩用地位置。一名委員重申，應考慮加強與區內休憩用地網絡的連接，改善行人流通及可達性。

<u>總結</u>

37. 主席總結說，委員同意將加路連山道用地作商業發展及區域法院用途的建議及擬議的發展密度。不過，委員需要更多有關概念計劃及建築物布局、用地內外的休憩用地網絡和行人通道的支持理據方面的資料，方可就分區計劃大綱圖的「商業(2)」地帶及「政府、機構或社區(2)」地帶的改劃建議作出決定。一些委員亦要求政府提供額外資料，說明在擬議「商業

(2)」地帶會選擇闢設哪些政府、機構或社區設施，以及政府認為闢設這些設施的優次。

38. 經進一步商議後，小組委員會決定延期考慮對黃泥涌分區計劃大綱核准圖的擬議修訂，以待政府提交上文第 37 段所載的進一步資料。

39. 主席多謝政府的代表及顧問出席會議，解答委員的提問。他們此時離席。

[關偉昌先生此時返回席上。]

議程項目 6

第 16 條申請

[公開會議]

A/H3/440 擬在劃為「政府、機構或社區」地帶及顯示為「道路」地方的香港西營盤德輔道西 280 號興建分層住宅(政府員工宿舍)，並略為放寬建築物高度限制
(鄉郊及新市鎮規劃小組委員會文件第 A/H3/440 號)

40. 秘書報告，城市規劃顧問有限公司和毅達集團有限公司是擔任申請人顧問的其中兩家公司。下列委員已就此議項申報利益：

黎庭康先生 — 其公司目前與上述兩家公司有業務往來；以及

何安誠先生 — 其公司過往與城市規劃顧問有限公司有業務往來。

41. 小組委員會備悉，申請人已要求延期考慮這宗申請，而何安誠先生因事未能出席會議。由於黎庭康先生並無參與這宗申請，小組委員會同意他可留在席上。

42. 小組委員會備悉，申請人的代表於二零一九年三月一日要求延期一個月才考慮這宗申請，讓申請人有時間提供進一步資料，以回應尚未處理的政府部門的意見。這是申請人首次要求把申請延期。

意，這宗申請須在收到申請人的進一步資料當日起計兩個月內提交小組委員會考慮。倘申請人所提交的進一步資料不包含重要的內容，可在較短時間內處理，這宗申請可於較早的會議上提交小組委員會考慮。小組委員會亦同意告知申請人，小組委員會已給其兩個月時間準備所要提交的進一步資料，由於這已是第三次延期，而小組委員會已給予合共四個月時間，讓其準備所要提交的進一步資料，除非情況極為特殊，否則不會批准再延期。

[港島規劃專員顧建康先生及城市規劃師／港島周卓樑先生此時獲邀到席上。]

港島區

議程項目 7

[公開會議(限於簡介和提問部分)]
進一步考慮《黃泥涌分區計劃大綱核准圖編號 S/H7/19》的
建議修訂
(都會規劃小組委員會文件第 5/19 號)

25. 秘書報告，改劃用地位於黃泥涌，而艾奕康有限公司(下稱「艾奕康公司」)是負責建議修訂的顧問公司。下列委員已就此議項申報利益：

黎庭康先生	－	其公司現時與艾奕康公司有業務往來，其父母在銅鑼灣禮頓山共同擁有一個單位；
何安誠先生	－	現時與艾奕康公司有業務往來；
余烽立先生	－	過往與艾奕康公司有業務往來；
羅淑君女士	－	與配偶在跑馬地雲地利道共同擁有一個單位；以及

關偉昌先生 － 其近親在銅鑼灣擁有一個單位。

26. 小組委員會備悉，黎庭康先生及何安誠先生因事未能出席會議，余烽立先生尚未到席，而關偉昌先生仍未返回席上。由於羅淑君女士與其配偶共同擁有的物業並非直接望向改劃用地，因此小組委員會同意她可留在席上。

簡介和提問部分

27. 港島規劃專員顧建康先生借助投影片，按文件詳載的內容簡介建議修訂，要點如下：

背景

(a) 二零一九年三月八日，小組委員會考慮《黃泥涌分區計劃大綱核准圖編號 S/H7/19》(下稱「分區計劃大綱圖」)的建議修訂，以便在加路連山道與禮頓道交界的用地(下稱「加路連山道用地」)進行擬議區域法院及商業發展；

(b) 小組委員會在會上普遍同意土地用途地帶的規劃、發展密度、公共設施及鄰舍休憩用地的供應，但決定延期考慮分區計劃大綱圖的建議修訂，以及要求當局提供更多資料，包括區域法院及商業發展選址的理據、配合公眾休憩用地位置的樓宇布局、加路連山道用地內外的行人連接，以及政府在商業用地闢設各種社會福利設施的優次；

回應委員關注的進一步資料

區域法院及商業發展選址的理據

(c) 位於南面、面向禮頓道的商業發展是銅鑼灣核心商業區的「商業」地帶的自然延伸。由於申請人建議在商業用地闢設公共設施，因此較適宜設於靠近核心的地點。另外，把區域法院用地與商業用地對調，無法完全符合司法機構在功能上和運作上的要求，並可能會妨礙銅鑼灣核心商業區與擬議商業發展之間的行人連接；

樓宇布局

(d) 改劃用地的樓宇布局、編排及詳細設計會在詳細設計階段制訂。針對委員的關注，當局已作出研究，並提出一個可行的設計，把區域法院內兩幢建築物的位置調換，以便把建築物從加路連山道(西)後移的距離加闊；

行人連接

(e) 在加路連山一帶，行人主要依賴地面行人路及行人過路處往來銅鑼灣核心區、港鐵站及公共交通設施。有關商業用地的未來發展商須在發展項目內預留一個地下接駁口，以接駁一條將來可能會興建、與港鐵站連接的行人通道，但須視乎進一步可行性研究而定；

政府、機構或社區設施的供應

(f) 按照規劃人口約為185 000人計算，該區主要的政府、機構或社區設施並無短缺。有關商業用地將闢設地區康健中心和幼兒中心，以及其他公共設施。至於灣仔區議會建議興建的安老院，該區的安老院供應不足，因此當局將會多管齊下，務求增加安老院的供應。鑑於加路連山道用地的位置及該區對健康和幼兒服務的需求，當局會優先興建地區康健中心及幼兒中心；以及

<u>公眾諮詢</u>

(g) 二零一九年四月九日，灣仔區議會轄下發展、規劃及交通委員會通過一項動議，要求當局與灣仔區議會及公眾作進一步諮詢前，擱置有關建議修訂。當局已於二零一八年及二零一九年兩度諮詢灣仔區議會，並會於《黃泥涌分區計劃大綱草圖編號S/H7/20》根據《城市規劃條例》(下稱「條例」)第5條展示以供公眾查閱期間，進一步諮詢灣仔區議會。

[潘永祥博士及余烽立先生此時到席。]

行人連接

28. 關於一名委員詢問恩平道與加路連山道用地之間的行人連接問題，港島規劃專員顧建康先生回應說，儘管禮頓道／恩平道／邊寧頓街／加路連山道(東)交界的行人等候區因受地方所限以致難以進行擴闊，但當局已建議進行改善工程，延長行人在該路口橫過禮頓道的綠色交通燈號的時間。

29. 一名委員詢問，可能興建的地下行人通道會否直接連接至加路連山道用地及港鐵站。港島規劃專員顧建康先生表示，路政署進行的研究將會探討可否興建地下行人隧道以連接港鐵站與加路連山道用地。關於地下行人隧道的走線，目前有兩個方案，一個是由港鐵站經邊寧頓街前往加路連山道用地，另一個是經新寧道前往，但兩個方案均須進行進一步的可行性研究。就此而言，鑑於將來可能會有一條連接港鐵站的行人通道，有關商業用地的未來發展商需要在擬議發展項目內預留一個地下接駁口，而這一點將會在賣地條件中列明。

30. 一名委員備悉保良局外的行人過路處將會被移除，遂指出跑馬地的居民一直長期使用該行人過路處前往銅鑼灣。該名委員認為，當局考慮任何有關行人過路處的新措施時，應多加考慮行人流動的模式。

31. 一名委員進一步補充說，禮頓道／恩平道／邊寧頓街／加路連山道(東)交界及保良局外的行人過路處，對連接加路連山道用地與附近發展十分重要。該名委員認為，待連接港鐵站的地下行人隧道落成後，行人連接將會大幅改善，而對地面行人設施的依賴亦會減少。

32. 一名委員建議，可在商業用地的北面部分，即該用地東南面的擬議休憩用地與商業大樓之間，闢設高架行人連接，原因是擬議休憩用地與新建通道之間存在明顯的高度差距。該名委員亦建議，可在地契加入提交總綱發展藍圖的規定，以確保行人暢達度及行人連接。

景觀

33. 一名委員要求當局澄清，該棵古樹名木會否如文件圖 8及 9 所顯示，被區域法院用地的擬議建築物及護土構築物隔開。港島規劃專員顧建康先生表示，當局已進一步諮詢司法機構，並正研究另一個設計方案，使該棵古樹名木四周能夠有更多的空間。基於保安理由和運作需要，園景美化區和該棵古樹名木不會劃作公眾休憩用地。關於有關的護土構築物，顧先生解釋，由於現有的古樹名木位於較高處(主水平基準上約 15米)，而擬建的新通道將設於較低處，因此有必要設置護土構築物。該名委員進一步詢問該棵古樹名木的位置，顧先生回應時解釋，文件圖 9 顯示的樹木並非該棵古樹名木。有關圖則只屬概念圖，旨在展示擬議發展的視覺影響。

34. 鑑於位於加路連山道用地西面邊陲的果樹可能會受到擬議道路改善工程影響，一名委員指出該棵果樹具有教育及情感價值，值得保留。主席補充，相關政府部門會在道路改善工程的詳細設計階段考慮採取保護或移植受影響樹木等的適當措施。

樓宇布局

35. 一名委員詢問，擬議發展的設計會否考慮委員的意見或公眾人士將於分區計劃大綱草圖展示期內提出的意見。港島規劃專員顧建康先生表示，擬議發展在布局設計上應具有靈活性，但倘委員認為合適，可在分區計劃大綱圖的《說明書》或批地條件中再加入其他規定。

36. 一名委員引述文件圖 FC-3 所顯示的上一份概念設計圖，並建議改變區域法院第 1 座的大樓座向(例如把大樓轉向90 度)，並從新增通道後移，使擬議休憩用地與該棵古樹名木之間有更大的地方。該名委員亦認為，區域法院的建築物應採用更具創意的建築設計。另一名委員悉備概念設計圖所顯示的經修訂樓宇布局，但同意建築物的布局可進一步改善，以便在該棵古樹名木四周提供更多地方以及改善區域法院用地的通風。

視覺影響及空氣流通

37. 鑑於視覺評估及空氣流通評估是根據概念計劃而擬備的，一名委員要求當局澄清會否在詳細設計階段進行技術評估。港島規劃專員顧建康先生表示，根據空氣流通評估的結果，一些設計元素的建議已納入概念計劃。倘商業用地的未來發展商及區域法院的項目倡議人決定不跟從所建議的設計元素，他們需要透過定量空氣流通評估，證明所提出的新計劃不會比概念計劃造成更大的影響。這項要求已納入分區計劃大綱圖的《說明書》，並將會在相關的土地文件中訂明。

公眾諮詢

38. 一名委員詢問有關灣仔區議會轄下發展、規劃及交通委員會通過擱置擬議修訂項目的動議。港島規劃專員顧建康先生回應表示，發展局曾於二零一九年四月二十九日致函灣仔區議會，向他們解釋規劃署及相關政府部門已考慮灣仔區議員的意見。當局於二零一九年一月八日就經修訂的發展建議進一步諮詢灣仔區議會。大部分灣仔區議員支持闢設地區康健中心及幼兒中心，但普遍關注加路連山道用地的擬議發展對交通造成的影響。另外，當局繼上一次於二零一九年三月八日向小組委員會提交文件後，已於諮詢期內把相關技術評估的結果提交灣仔區議員及給公眾查閱。政府已透過該兩次的區議會諮詢，盡力回應區內人士的關注。當局會在小組委員會同意建議修訂後，於《黃泥涌分區計劃大綱草圖編號 S/H7/20》(下稱「分區計劃大綱草圖」)根據條例第 5 條展示以供公眾查閱期間，進一步諮詢灣仔區議會。

39. 港島規劃專員顧建康先生回應一名委員提問時解釋，灣仔區議會轄下發展、規劃及交通委員會於二零一九年四月九日舉行的例會，與黃泥涌分區計劃大綱圖建議修訂的諮詢工作無關。

其他

40. 一名委員詢問，如何確保加路連山道用地的擬議發展能有更好的協調。港島規劃專員顧建康先生回應表示，未來的發展商需要為加路連山道用地設計和建造一條新的通道，連接加

路連山道的東段和西段，供區域法院及商業發展項目使用。相關各方及政府部門會保持緊密聯繫，以便就此制訂及推展擬議發展計劃。另外，加路連山道用地內後期進行的發展，其設計須顧及用地內早期發展的空氣流通評估的結果。主席補充表示，分區計劃大綱圖會列明土地用途及主要發展參數，而分區計劃大綱圖的《說明書》則載有一些詳細設計要求，為加路連山道用地的日後發展提供指引。

41. 一名委員關注私人發展項目內的公眾休憩用地的使用問題，並詢問有否任何措施改善其暢達性。港島規劃專員顧建康先生表示，未來的發展商須遵從發展局公布的《私人發展公眾休憩空間設計及管理指引》的規定。

42. 港島規劃專員顧建康先生回應一名委員提問時表示，環境局正在制訂市區廢物回收的長遠策略。他現時手上並無有關加路連山道用地的廢物回收策略方面的資料。主席建議，環境保護署首席環境保護主任(市區評估)張展華博士可在會後提供有關本地廢物回收策略的補充資料，供委員參考。

結論

43. 總括而言，主席表示關於加路連山道用地的商業發展及區域法院項目，委員普遍同意其擬議用途及發展密度，並備悉分區計劃大綱圖的《說明書》已訂明若干良好的設計概念，為未來發展提供指引，但同時又能夠兼顧為詳細設計階段提供彈性。部分委員關注位於禮頓道／恩平道／邊寧頓街／加路連山道(東)交界及連道的兩個行人過路處，並建議相關政府部門應進一步研究其他可行的改善工程，在不會對該區交通情況造成不良影響的前提下，優化加路連山道用地的行人連接。當局亦應研究其他設計概念，以便在擬議區域法院用地的古樹名木四周提供更大的地方。

44. 經商議後，小組委員會決定：

「(a) 同意《黃泥涌分區計劃大綱核准圖》的建議修訂，以及 F-附錄 I 附件 II 的《黃泥涌分區計劃大綱草圖編號 S/H7/19A》(展示時重新編號為 S/H7/20)

及其於 F-附錄 I 附件 III 的《註釋》適宜根據條例第 5 條展示；以及

(b) 採納載於 F-附錄 I 附件 IV 的《黃泥涌分區計劃大綱草圖編號 S/H7/19A》的經修訂《說明書》，以說明城規會就該分區計劃大綱圖各土地用途地帶所訂明的規劃意向和目的，並同意該經修訂的《說明書》適宜連同該分區計劃大綱圖一併展示。」

45. 委員備悉，按照一般做法，在根據條例公布分區計劃大綱草圖前，城規會秘書處會詳細檢視草圖，包括《註釋》和《說明書》，如有需要，會作微調，若有重大修訂，會提交城規會考慮。

[主席多謝城市規劃師／港島周卓樑先生出席會議，解答委員提問。他此時離席。]

[關偉昌先生此時返回席上。]

議程項目 8

[公開會議(限於簡介和提問部分)]
進一步考慮《香港仔及鴨脷洲分區計劃大綱核准圖編號 S/H15/33》的建議修訂
(都會規劃小組委員會文件第 6/19 號)

46. 秘書報告，改劃用地位於香港仔和鴨脷洲，而艾奕康有限公司(下稱「艾奕康公司」)是負責建議修訂的其中一間顧問公司。下列委員已就此議項申報利益：

黎庭康先生	—	其公司現時與艾奕康公司有業務往來；
何安誠先生	—	現時與艾奕康公司有業務往來；
余烽立先生	—	過去與艾奕康公司有業務往來；

香港特別行政區
第五屆灣仔區議會
第十六次會議記錄

日期：二零一八年五月八日(星期二)
時間：下午 2 時 30 分
地點：香港軒尼詩道 130 號修頓中心 21 樓灣仔區議會會議室

出席者

主席

吳錦津議員, BBS, MH, JP

副主席

周潔冰博士, BBS, MH

區議員(依筆劃序)

伍婉婷議員, MH
李文龍議員
李均頤議員, MH
李碧儀議員
林偉文議員
黃宏泰議員, MH
楊雪盈議員
鄭其建議員
鄭琴淵博士, BBS, MH
謝偉俊議員, JP
鍾嘉敏議員

核心政府部門代表

陳天柱先生, JP	民政事務總署灣仔民政事務專員
劉希瑜女士	民政事務總署灣仔民政事務助理專員
陳小萍女士	民政事務總署高級聯絡主任(社區事務)
謝國偉先生	香港警務處灣仔區指揮官
陳杰峰先生	香港警務處灣仔區警民關係主任

陳倩雅女士	香港警務處北角分區助理指揮官(行動)
葉巧瑜女士	社會福利署東區及灣仔區福利專員
翁智慧女士	土木工程拓展署總工程師／南4
王慧菁女士	地政總署港島東地政專員
陸智剛先生	康樂及文化事務署總康樂事務經理(香港東)
李佩玲女士	康樂及文化事務署灣仔區康樂事務經理
劉志強先生	食物環境衞生署灣仔區環境衞生總監
陳志邦先生	運輸署高級運輸主任／灣仔

<u>其他政府部門及機構代表</u>

張天祥博士	屋宇署署長	出席議程第 1 項
關新球先生	屋宇署高級屋宇測量師	
黃鳳笙女士	屋宇署署長行政助理	
顧建康先生	規劃署港島規劃專員	出席議程第 3 項
陸國安先生	規劃署高級城市規劃師／港島3	
方巧妍女士	運輸署工程師／灣仔1	
陳澤榮先生	路政署署理區域工程師／山頂區	
陳偉康先生	路政署高級區域工程師／一般職務(2)	
溫志堅先生	路政署區域工程師／一般職務(2)B	
胡建國先生	運輸署高級工程師／灣仔	出席議程第 3 項及第 4 項
劉家禧先生	艾奕康亞洲有限公司首席工程師	
馬漢榮先生	土木工程拓展署總工程師／南3	出席議程第 4 項
黃志良先生	土木工程拓展署高級工程師／7(南)	
李漢先生	土木工程拓展署工程師／11(南)	
陳大志先生	路政署高級工程師1／中環灣仔繞道	
李靄賢女士	路政署高級工程師／沙中線(6)	
梁永康先生	艾奕康有限公司執行董事	
徐雅各先生	艾奕康有限公司駐地盤高級工程師	
陳永賢先生	香港鐵路有限公司一級統籌工程師	
梁頌恩女士	婦女事務委員會委員	出席議程第 5 項
鄒君逸先生	勞工及福利局助理秘書長(福利)	

<u>秘書</u>

胡麗珊女士	民政事務總署高級行政主任(區議會)／灣仔

負責人

通過會議記錄

第 2項 ： 通過灣仔區議會第十五次會議記錄

25. 主席表示，就第十五次會議記錄，秘書處暫時未有收到任何修訂建議。如無其他修訂，則請一位議員動議，一位和議，通過會議記錄。

26. 由於席上議員沒有提出其他修訂，遂由李均頤議員動議，林偉文議員和議，正式通過第十五次會議記錄。

討論事項

第 3項 ： 改劃加路連山道用地
（灣仔區議會文件第 35/2018 號）

27. 主席歡迎以下代表出席會議：

規劃署：	港島規劃專員顧建康先生
	高級城市規劃師／港島 3 陸國安先生
運輸署：	高級工程師／灣仔胡建國先生
	工程師／灣仔 1 方巧妍女士
路政署：	署理區域工程師／山頂區陳澤榮先生
	高級區域工程師／一般職務(2)陳偉康先生
	區域工程師／一般職務(2)B 溫志堅先生
艾奕康亞洲有限公司：	首席工程師劉家禧先生

28. 主席請規劃署代表向議員簡介文件。

29. 顧建康先生提出以下重點：

(i) 署方明白議會十分關注整項發展對銅鑼灣交通的影響，因此在規劃過程中做了不少工夫；

(ii) 建議總樓面面積為17萬平方米，整幅用地總面積大約為2.6公頃，整體地積比率大約為7倍。以港島

區用地而言，7倍的地積比率相對為低；

(iii) 在17萬平方米的樓面面積當中，7萬平方米將用作興建區域法院綜合大樓。由於法院的運作時間跟一般寫字樓的繁忙時間有別，法院在9時30分開庭，4時30分休庭，相信這對減輕交通影響會有幫助；

(iv) 署方建議對周邊道路進行改善工程，以紓緩加路連山道一帶的交通；

(v) 雖然根據《香港規劃準則與標準》，灣仔總體的休憩用地供應屬足夠，但鄰舍休憩用地不足，因此署方規定將來的商業用地發展須提供不少於6 000平方米的休憩用地供公眾使用；

(vi) 運輸署要求在有關用地提供100個公眾私家車位和25個公眾商業車位，以紓緩銅鑼灣嚴重的違例泊車問題；以及

(vii) 建議在發展項目預留面積安置現時蘭芳道綠色專線小巴站。在發展項目將近完成前，運輸署會諮詢相關使用者、持份者和區議會，然後才確定將有多少小巴線重置在加路連山道用地。

30. 陸國安先生以電腦投影片向議員簡介文件，包括擬議發展的背景、擬議發展的詳情、將提供的休憩用地和運輸設施、樹木保育和園境設計、石牆保育、交通影響評估、空氣流通評估、社區設施和《黃泥涌分區計劃大綱核准圖編號S/H7/19》的擬議修訂。

31. 主席表示，眾所周知，加路連山道用地是區內現時剩下的唯一珍貴大型地段。他明白加路連山道用地的發展須配合未來的發展方向，如法院和商業用地的需求，但市民亦關注署方在規劃時有否顧及地區需要。舉例來說，不少議員曾提出灣仔區缺乏文娛中心，很多時團體需要在西灣河文娛中心

或上環文娛中心舉辦活動。

32. 主席續說，秘書於五月四日收到楊雪盈議員的通知，要求於是次會議上就此項議程作口頭聲明。根據《灣仔區議會常規》第29條，議員如欲在會議上作口頭聲明，須於會議舉行前通知秘書，而作口頭聲明的時間不得超過五分鐘。

33. 楊雪盈議員作出口頭聲明如下：

「本人特此聲明，發展局和規劃署在規劃加路連山道前機電工程署總部用地一事上，對區議會和立法會多番隱瞞和迴避。政府代表在過去幾個月，多番在區議會和立法會工務小組會議上，以拆卸加路連山道建築物與土地未來用途無關為由，迴避議會對於土地未來用途的提問。但『紙包不住火』，在區議會和立法會議員多番要求和追問之下，政府在今日才坦誠交代，拆卸建築物和土地未來用途是同一件事，就是要賣地作商業用途和興建區域法院。本人對此表示極度失望。我知道不論區議會支持今日的文件與否，當局仍會將拆卸工程強行提交立法會財務委員會。本人認為，當局應就加路連山道用地重新啟動沒有前設和沒有既定立場的諮詢，然後才啟動拆卸現有建築物和申請改劃分區大綱圖，而不是『霸王硬上弓』，不理議會和居民意願。」

34. 主席請議員發表意見或提問。

35. 李碧儀議員提出以下意見和提問：

(i) 她曾在發展、規劃及交通委員會會議上，詢問規劃署是否在沒有前設的情況下向立法會申請撥款拆卸有關用地上的建築物。當時陸國安先生回答政府沒有任何前設。可是，事隔不足兩個月，規劃署竟提交有前設的規劃建議來諮詢議會，對此她感到萬分驚訝。

(ii) 銅鑼灣一帶的交通早已水洩不通，議會在上次會

議上已表示不希望區內再有太多商業用途的用地。雖然署方聲稱會進行道路改善工程，但若最終仍是塞車，她質疑屆時由誰負責。

(iii) 規劃署很早之前曾提及過，有關用地的規劃用途是政府及康體設施。事實上，區內居民對休憩用地、表演場地、文娛中心的需求殷切，而加路連山道用地正好滿足居民的需求。

(iv) 她明白政府須確保供應足夠的商業用地，以維持香港金融中心的地位。但她質疑何解一定要向灣仔區開刀，何解不在其他區域發展商業區。

(v) 有關規劃建議提交城市規劃委員會(城規會)後，便會展開為期兩個月的諮詢。但眾所周知，能成功反對的機會不大。她質疑署方會如何處理居民的反對，以及會否聽取議會的立場。

(vi) 她要求署方清楚解釋，為何個半月前才說過政府沒有前設，如今交來的文件卻完全兩樣。這樣與欺騙議會無異。署方不僅漠視民意、更漠視議會的意見。

36. 伍婉婷議員提出以下意見和提問：

(i) 規劃署不久前才向議會斬釘截鐵地表示，以安全為由清拆舊建築，政府並無前設。言猶在耳，但今天卻向議會提交有前設的規劃建議。

(ii) 如有合理理據，她不大反對在康體用地上加建法院，但署方應先取得法院同意。她詢問署方何時開始跟法院溝通、又何時向議會斬釘截鐵地表示沒有前設。她認為時間上肯定有矛盾。她請署方坦白交代。

(iii) 銅鑼灣無論商業活動和交通情況均已超出負荷，

她請署方清楚解釋為何還要把加路連山道用地改劃為商業發展。

(iv) 雖然署方表示新增的泊車位有助解決銅鑼灣的違泊問題，但她質疑是否真有成效。她質疑新增的專線小巴上落客設施，是否真的可以安置蘭芳道的小巴。其實，渣甸街、景隆街、駱克道、謝斐道的小巴站同樣面對很大的交通壓力，她質疑把小巴站搬到加路連山道一帶，是解決交通問題，還是帶來更大的交通問題。此外，她詢問署方有沒有考慮市民是否願意在該處轉乘小巴，和有沒有顧及提供愉快的步行經驗。她認為有關規劃其實是欺騙了區議會。

37. 楊雪盈議員提出以下意見和提問：

(i) 規劃署在灣仔區議會本年三月六日的會議上表示，曾評估銅鑼灣區具重建機會的樓宇，並承諾把有關樓面面積和用途的資料提交議會參考。可是，她至今只收到位置圖。如無樓面面積和其他資料，根本難以討論銅鑼灣區過度商業化的問題。

(ii) 她詢問署方可否評估《黃泥涌分區計劃大綱圖》內，樓齡30年以上、樓層7層以下具重建機會的樓宇，並向議會提供有關樓宇名單、位置圖和地盤面積。

(iii) 規劃署曾提供位於東涌、天水圍和西營盤的用地供司法機構考慮。她請署方解釋司法機構為何認為這三幅用地均不合適。

(iv) 鄰近加路連山道用地的力生軒的高度限制為100米，而南華會則樓高七層，她詢問為何加路連山道用地的高度限制卻設為135米。此外，她希望景觀圖可從多些角度顯示視覺效果。

(v) 她詢問區域法院大樓和兩幢商業大廈本身有多少泊車位，並詢問署方有否評估125個公眾泊車位是否足夠應付區內需要。

(vi) 她請署方提供小巴上落客設施的詳情，包括可停泊多少小巴、預計可否設立小巴總站。此外，她詢問規劃署有否跟運輸署確認，確保小巴營辦商願意使用該處的小巴站。

(vii) 文件第5段(g)項載述，「在擬議的商業發展用地預留一個地下接駁口，連接將來可能建造的地下行人通道」。她請署方提供有關地圖，顯示接駁口連接日後地下行人通道的路線。

(viii) 文件第6段提到技術評估，她請署方提供技術評估報告的全文供議會參考。另外，根據有關技術評估，擬議發展不會帶來不可接受的影響。她請署方闡明什麼是不可接受的影響。

(ix) 她詢問交通評估有否包括告士打道、軒尼詩道、怡和街、高士威道、堅拿道等主要道路。她又詢問日後與連道和加路連山道的過路安排。此外，她詢問當局有否評估如因大球場舉辦活動而須封路時，對這發展項目有什麼影響。

38. 周潔冰博士提出以下意見和提問：

(i) 她認同各議員剛才提出的意見，並指出整項建議缺乏前瞻性。有關規劃建議只提出很局部、很小領域的發展，但其實一個發展可帶動或阻礙整個社區的發展，對地區本土經濟發展的影響尤甚。她籲請署方在規劃時顧及灣仔區的整體發展。

(ii) 有關規劃建議並無納入地區意見。她詢問有沒有其他替代方案。她認為當局應考慮如何發揮地區功能，而加路連山道用地是鬧市中唯一方便興建

文娛中心的地點，這設施才可讓地區增值。

(iii) 擬議發展對交通的影響令人擔憂。有關發展會增加灣仔區的交通壓力，加劇道路擠塞。

(iv) 凝聚力是社區重要的功能，但擬議發展並無助於增加社區凝聚力，在交通配套、社區設施方面也沒有令灣仔區增值。她籲請當局作出更具前瞻性的規劃和多聽議會的意見。

39. 鍾嘉敏議員提出以下意見和提問：

(i) 在發展、規劃及交通委員會四月十日的會議上，顧建康先生清楚表示政府沒有前設。但事隔不足一個月，規劃署便提交這份文件。其間還召開會前討論，述明已向議會提交什麼資料。這樣做形同設下陷阱，愚弄議會，手法卑鄙。

(ii) 根據文件所載，如議會同意，署方便會把議會的意見轉達城規會轄下的都會規劃小組委員會考慮。如都會規劃小組委員會同意，便會修訂大綱草圖。當局假借議會之名，在議會未知實情之下，促成其事。由此可見，政府做事愈見狡猾。

(iii) 署方今天的講解不盡不實。署方只不斷強調會額外提供100個私家車泊車位和25個商用泊車位，但卻無提及商業大廈和法院大樓合共提供600個泊車位。

(iv) 各方面幾經辛苦，才能在銅鑼灣一帶推行「紓緩七招」。禮頓道、波斯富街一帶的交通初見改善，現在卻又要開展工程，然後每天至少引來600輛車，商業發展包括零售、食肆，勢必引致車水馬龍。署方聲稱法院只於上午9時30分至下午4時30分開庭，利用這些似是而非的數字來掩飾實情。

(v) 銅鑼灣保良局的發展已獲區議會通過，二零一九年便會動工。南華會會址亦見殘舊，很可能將會發展。希雲街的主水平基準預計會由110米增至135米，該處一帶的私人發展蠢蠢欲動。此外，大球場每有活動，銅鑼灣一帶的交通即陷癱瘓，只剩下禮頓道可紓緩告士打道、駱克道、軒尼詩道等主要幹道。即使灣仔北P2道路啟用後，亦只可紓緩未來五年的交通。規劃署今天的規劃建議將至少為灣仔區帶來600輛車，勢必加重區內的交通負擔。

(vi) 政府擬將法院大樓搬到加路連山道，背後的原因是打算高價賣掉現時灣仔三幢政府大樓所處地皮。她指政府一再欺騙議會，並表示反對有關的改劃建議。

40. 李均頤議員提出以下意見和提問：

(i) 根據文件所載，「交通影響評估只假設零售樓面面積上限為10 000平方米。政府會考慮規限零售商場的最高樓面面積」。從中可見政府只是考慮，但沒有承諾，一切均可變動。

(ii) 她詢問當局在計算二零三一年的剩餘容車量時，有否考慮中環灣仔繞道通車後的情況和本港車輛未來的增長。她質疑當局如何能在如此短時間內得出二零一八至二零三一年這未來13年的長遠預測，並認為當局應提供未來5年或10年的預測。

(iii) 眾所周知，禮頓道和棉花徑每日不同時段都有市民學車。另外，每逢上下課時間，伊榮街和富豪酒店出面均停滿車輛。她詢問當局有否將這些情況計入估算中。

(iv) 行人路服務水平方面，當局表示會延長B1、B3及B5路段的行人綠燈時間，提升服務水平至D等。如

延長行人過路時間，汽車等候時間定會增加。她詢問當局將如何分配交通燈號時間，以解決汽車在高士威道擠塞的情況。

(v) 南華會未來將會發展，加上大球場每有賽事交通必然嚴重擠塞，如今的規劃建議又再引入數百輛車，她不能想像未來的路面設計如何能容納這樣大的車流。

(vi) 路口改善工程方面，保良局對出位置將改為「左轉和右轉共用」行車道。現時一條線轉出禮頓道東行，另一條線沿禮頓道西行。這個路口只可容納多幾輛車，但並非可多增一條線，因此不會有明顯改善。

41. 黃宏泰議員提出以下意見和提問：

(i) 議員最關注的，是當局進行了什麼研究，從而認為加路連山道用地最適合用作興建《施政報告》所提及的區域法院綜合大樓。他詢問當局有否考慮這幅用地有更多其他發展用途，可切合區內需要。

(ii) 規劃署並非先就初步構思徵詢議會，收集民意後才做決定。相反，規劃署一早做好具體設計，在一切既成事實後才諮詢議會，如此做法實在不尊重議會。規劃署多年來以此方式行事，一直未見改善。

(iii) 規劃署不應一早做好具體設計，因為還有其他考慮。銅鑼灣交通擠塞問題嚴重，居民很希望加路連山道用地可紓緩交通擠塞及提供休憩用地。

(iv) 法院開庭前後都有很多人出入，因此他不同意署方有關法院只在朝九晚四運作的說法。

負責人

42. 林偉文議員提出以下意見和提問：

(i) 署方之前表示並無前設，實情原來早有準備。此外，署方竟敢說有關發展不會對交通帶來不可接受的影響，這些謊話實在是侮辱議員的智慧。

(ii) 加路連山道一帶現已車水馬龍，他詢問如落實有關規劃建議後加劇了該處的交通擠塞，署方會如何處理。運輸署不是執法部門，他質疑難道要警方派出警車24小時監控交通。

43. 鄭其建議員提出以下意見和提問：

(i) 灣仔區是舊區，很多既有問題因區內已發展成熟而無法解決。他認為應趁推行加路連山道重建計劃和三座政府大樓搬遷計劃解決區內的老問題，如搬遷修頓的美沙酮中心。

(ii) 法院如要搬遷，應遷往市區內交通便利的地方，以方便市民前往。

(iii) 違泊問題源於車位不足。另外，甲級寫字樓的成交價一再破頂，他反問如不重新發展舊區，那來就業機會，年輕人又怎可向上流動。

44. 主席請規劃署代表回應議員第一輪的提問。

45. 顧建康先生回應如下：

(i) 他表示規劃署向來尊重區議會，並強調政府在二零一七年的《施政報告》內，已提出改劃加路連山道用地作區域法院綜合大樓和商業發展。規劃署從來無意隱瞞加路連山道用地的發展方向。他亦澄清他本人並没有出席四月十日的區議會屬下發展、規劃及交通委員會會議。

(ii) 司法機構認為東涌和天水圍的用地在位置上未能配合法院的要求；西營盤用地的面積則未能符合法院根據現時所需計算出來的70 000平方米的要求。司法機構在考慮各項因素後，原則上同意在加路連山道用地興建區域法院綜合大樓。行政署亦於四月十日書面回覆區議會，解釋選址的考慮因素。

(iii) 泊車位數目方面，區域法院綜合大樓會有135個私家泊車位、5個電單車位，以及14個上落客設施供懲教署的車輛使用。按《香港規劃標準與準則》的要求，有關商業用地會有300個私家車泊車位、30個電單車位、46個上落客貨設施、7個供的士和私家車使用的上落客設施。

(iv) 根據《香港2030+》規劃遠景與策略，香港至二零三一年依然欠缺商業用地。規劃署考慮到加路連山道用地位處銅鑼灣區核心商業用地周邊，以及該用地與周邊現有發展的關係，認為這幅用地適合作商業用途。當局會密切留意有關發展對周邊交通的影響。

(v) 規劃署明白區議會希望在加路連山道用地上提供設施回應地區需要因此已計劃提供相關設施。至於興建文娛中心，署方可把這建議轉交相關決策局和部門考慮，但需留意即使用作文娛中心用途，亦需研究對區內交通的影響。

(vi) 《黃泥涌分區計劃大綱圖》的擬議修訂主要關乎改劃加路連山道用地。規劃署在上次區議會會議介紹的《銅鑼灣分區計劃大綱圖》，則是修訂大綱圖上多個用途地帶的高度限制。為了表達放寬高度限制後對整體景觀的影響，署方假設樓齡在30年以上、樓高7層以下的樓宇日後重建後的視覺模擬情況。由於今次《黃泥涌分區計劃大綱圖》的修訂不是關乎整張大綱圖上的高度限制，所以

不會有這類分析，因此規劃署未能提供楊議員所要求的資料。

(vii) 按《可持續建築設計指引》的要求，在港島區任何商業用地如作發展，一般來說建築物的高度需要有主水平基準上135米，才可既發展至所容許的發展密度，也符合《可持續建築設計指引》的要求。此外，雖然加路連山道用地的地積比率較一般商業用地的地積比率為低，但在用地上需提供新的行車道和不少於6 000平方米的休憩用地，因此在高度上要有足夠彈性，以便在設計上符合要求。

(viii) 發展商日後會按發展局發出的《私人發展公眾休憩空間設計及管理指引》，設計及提供不少於6 000平方米的休憩用地。

(ix) 至於預留地下接駁口，以連接將來可能建造的地下通道，據了解該地下通道會有兩個可能的路徑，分別是沿新寧道或邊寧頓街。因此，在加路連山道地契內會提供彈性，要求發展商在這些位置預留接駁口，以連接日後可能興建的地下通道。

(x) 規劃署會向城規會建議，把零售樓面面積限制為10 000平方米，並會建議地政總署在將來的賣地條款加入這限制，以免該處一帶的零售用途吸引過多車輛，造成如時代廣場對其附近道路網絡的影響。時代廣場的零售樓面面積佔整體樓面面積約40%，因此對交通造成較大影響。有關規劃建議只將一成的樓面面積作零售用途，相信可減低交通影響。

46. 劉家禧先生回應如下：

(i) 加路連山道用地的交通估算是涵蓋建築物落成後加五年的交通情況，因此是涵蓋至二零三一年的

長期估算。

(ii) 交通評估已考慮中環及灣仔繞道通車後的影響。中環及灣仔繞道主要是疏導告士打道的交通，相信對內區（例如：禮頓道）的交通影響不大。

(iii) 禮頓道、棉花路、東院道一帶在上下課時段停滿校巴和私家車，但這些擠塞情況早於返工時間出現，兩者應無正面衝突。另外，法院是早上9時30分才開庭，工作人員和律師應接近9時才出現。

(iv) 有關加路連山道西段的路口改善措施，在繁忙時間，加路連山道北行右轉至禮頓道東行時，車龍排在快線，其龍尾長至連道路口。因連道北行只有一條行車線，上述車龍令左轉至禮頓道西行的車輛也被堵塞。因此，現建議將加路連山道北行慢線改為「左轉和右轉共用」行車道，以增加右轉的容車量及避免車輛塞在快線。

(v) 交通評估顯示各主要交通燈號控制的路口的剩餘容車量全為正數，即表示各路口仍可應付額外車輛。另外，設計流量與容車量比率低於0.85，表示路口的表現滿意。

47. 顧建康先生補充如下：

(i) 署方曾聯絡警方，取得二零一七年因大球場舉辦特別活動而封路的資料。在二零一七年，大球場舉辦了36項大型活動，實施36次封路，當中有一半以上在星期日或假日進行，即起碼有一半的活動對加路連山道的發展沒有太大影響。其餘的活動大多在星期五舉行，當中只有兩次在早上繁忙時間進行。

(ii) 每逢大球場舉行大型活動前，警方會與加路連山道附近的商戶和住宅溝通，告知封路時段，以便

他們做好預備。在日後法院和商業大廈落成後，警方也會沿用這機制。因此，在可見情況下，大球場的活動不會對加路連山道的發展造成不可接受的影響。

48. 主席感謝規劃署代表詳盡的回應，並詢問議員有沒有其他意見。

49. 楊雪盈議員提出以下意見和提問：

(i) 規劃署竟然認為議員太多發問，對此她感到十分驚訝。把問題問個明白，是議員的職責。署方提交的文件千瘡百孔，議員找到各種問題，但署方卻未能解答，她感到非常遺憾。

(ii) 容車量與是否塞車根本是兩回事。她擔心改劃後該處一帶的交通會陷於癱瘓，於是請署方闡明什麼是不可接受的影響。但規劃署的代表卻搬出設計流量與容車量比率，根本沒有解答她的提問。

(iii) 律政司於二零一八年四月回覆發展、規劃及交通委員會的查詢時表示，搬遷法院不是律政司的職權範圍，他們只提供法律意見。她詢問律政司當時是否已知悉搬遷法院到加路連山道的計劃。

(iv) 根據有關建議，該用地70 000平方米會用作興建法院綜合大樓。她無意阻人就業，但興建法院綜合大樓即把所有有關服務集中一處，不符避免同類服務過分集中的規劃意向。

(v) 新界、九龍和港島的人口分別為360萬、210萬和129萬。另外，新界、九龍和港島的單親家庭數目分別為45 000個、26 000個和9 000個。如把法院大樓設在港島，更多人需要跨區到來。

(vi) 政府經常運用一些小技巧來瞞騙議會。真正的公

眾利益不是通過了多少工程項目，不是通過了多少文件。政府沒有真誠地進行公眾諮詢，沒有解答議員的提問，只是提出有前設的諮詢文件。

(vii) 發展、規劃及交通委員會增選委員張朝敦博士曾表示，銅鑼灣區需要設立公營院舍。規劃署代表在上次會議上表示已諮詢社會福利署，該署並無要求在加路連山道用地上提供院舍。這說法令人難以置信。

(viii) 浸會大學地理系鄧永成教授主張城市邏輯，即基於什麼邏輯規劃用地。她質疑政府是否為了盲目追求達到甲級寫字樓的目標，就漠視居民的生活需要。

(ix) 整件事最糟的地方，是政府欺騙議會，提出有前設的拆樓建議，並將會提交財委會通過。

50. 伍婉婷議員提出以下意見和提問：

(i) 由於規劃署尚未回答她的問題，因此她再次詢問，規劃署究竟何時向司法機構提供東涌、天水圍、西營盤和加路連山道用地供考慮，以及司法機構何時答覆。她認為從這些根本問題便可得知規劃署有沒有欺騙議會。

(ii) 她很想支持發展加路連山道用地，但前提是當局必須尊重議會，來到議會聆聽議員的聲音。

(iii) 她不認為加路連山道用地適合作商業用途。渣甸街有用地由原來的住宅用途變為商業大廈，利園三期已投入服務，景隆街、謝斐道都有大型住宅變成商場和商廈。事實上，銅鑼灣已過度商業化，商業發展遠遠超出整區的負荷。原來宜居的小區，變成商住及旅遊區，居民每天都要面對商業發展帶來的壓力。

(iv) 她認同全港市民均有權享用司法機構的服務，但她質疑加路連山道用地是否唯一一幅適合用作興建區域法院綜合大樓的用地。之前電車公司又是欺騙議會，以被迫遷為由，指銅鑼灣圓形花圃是唯一適合重置配電站的地方。很多真相都是在議員再三追問下才得以揭露，如規劃署今天不講出真相，勢難取得議會的支持。

51. 李文龍議員認同其他議員的意見，他質疑規劃署如此行事，程序上是否已出錯。他認為規劃署之前、之後以至今天的說法也不為議員接受。規劃署好應檢討，致力進行更長遠的規劃，讓市民有更好的生活。他對規劃署的行事作風非常失望和不滿。

52. 主席請規劃署代表回應議員的提問。

53. 顧建康先生回應，司法機構在二零一七年年中答覆政府，同意在加路連山道用地重置區域法院綜合大樓，以及在中環新海濱5號用地重置高等法院綜合大樓。司法機構在檢視本身的需要後，向政府提出需要在上述兩個地點設置法院綜合大樓，以配合長遠的司法設施需求。

(會後補註: 規劃署更正司法機構應在二零一六年年中答覆政府，同意在加路連山道用地重置區域法院綜合大樓。)

54. 伍婉婷議員表示，同一問題竟要她問三次。署方只提供司法機構回覆的時間，卻沒有回答何時向司法機構提供有關選址。署方個多月前才說沒有前設，現在又說司法機構於二零一七年年中已回覆政府。她要求署方清楚解釋事情的始末。

55. 顧建康先生回應，司法機構於二零一二年向政府提出需要用地設置司法設施的要求，規劃署其後按司法機構的要求提供選址供考慮。

56. 楊雪盈議員提出以下意見和提問：

(i) 她詢問規劃署，在第一次來到議會討論拆卸加路連山道的建築時，是否已詢問了司法機構會否接受加路連山道用地。

(ii) 她詢問為何6 000平方米的休憩用地要交由私人發展商發展，並詢問規劃署是否認為康樂及文化事務署不能勝任這工作。

(iii) 鑑於議員對這計劃提出了很多質詢和反對意見，她建議舉手表決，以反對規劃署把這份文件呈交城規會。

57. 主席總結，發展社區無可厚非，但必須顧及地區的需要，才值得支持。議員十分關心加路連山道用地的發展，不想當局重蹈時代廣場的覆轍，造成不可逆轉的交通影響。署方提供的理據似乎有欠說服力，議員大多不支持有關規劃發展。主席繼而請議員就是否需要表決發表意見。

58. 鄭琴淵博士同意主席所說，認為發展社區無可厚非。但規劃署跟議會的溝通不足，以致議員有很多憂慮。灣仔區是旺區，人口眾多，現時很多全港性的設施都設在灣仔。因此，怎樣運用區內土地，至關重要。她希望署方與議員更深入溝通，並表示現階段如要表決，她會投棄權票。

59. 黃宏泰議員表示，議員已清楚表達各方面的憂慮，他們不是不贊成興建綜合法院大樓，但當局在程序上應可做得更好。他認為署方把議員的意見整合後，應足以讓城規會聽到議會的聲音。

60. 伍婉婷議員提出以下意見和提問：

(i) 她強調不是不贊成規劃發展，而是不贊成這份文件。她不認同規劃署繞過議會，只向議會提交有前設的文件的做法。

(ii) 她不贊成只整合議會意見，然後轉交城規會考慮的建議。如有關文件提交城規會，城規會便會朝着研究法院用地可行性的方向推進。她認為有需要進行表決，以顯示有關文件是否取得議會大多數的支持。

(iii) 規劃署代表聲稱即使在有關用地上建設文康設施，也會帶來交通影響。可是，署方並無提供有關設立文康設施的交通影響評估，議會根本無從評估哪個方案的影響更大。有關文件只提出興建法院綜合大樓和作商業發展的方案，議會根本沒有選擇，做法並不公道。

61. 林偉文議員認為必須舉手表決，以堅決表達議會反對向城規會呈交這份文件。

62. 鍾嘉敏議員表示，議會不是反對興建綜合法院大樓，而是不贊成這份文件內容。她認為必須表決，把議會的取態明確告知城規會，以免重蹈時代廣場的覆轍，否則難以向居民交代。

63. 李文龍議員強調，不是反對地區有所發展，而是反對這份文件。政府在發展地區前，應先與議會溝通，取得大部分議員同意後才把建議呈交城規會。

64. 李均頤議員表示，她是發展、規劃及交通委員會主席，最關注有關建議的交通影響。署方在兩星期前的會前討論上尚沒有提供有關資料，今天卻倉卒地把資料交來議會。事實上，中環灣仔繞道一日未通車，有關交通數據全是假設數據，加上顧問未能回答有關車輛增加和道路管理的提問，因此，她表示反對這份文件。

65. 楊雪盈議員同意不能通過這份文件。她認為即使地區上有很多爭議，但若文件送交城規會，城規會可利用城規程序不斷煩擾居民，合和二期便是最佳例證。因此，議會必須明確表態。

66. 鄭琴淵博士表示，議員已澄清，他們反對的是文件內容，而不是反對部門把文件提交城規會。議員清楚表達了意向，往後怎樣處理是城規會的事。

67. 主席總結，議員不是反對地區發展，但是次諮詢工作倉卒，在這麼短時間內難以釋除議員所有疑慮，因此議員反對這份文件。

68. 鄭琴淵博士補充，有關部門跟議員溝通不足，諮詢工夫並不到家。

69. 伍婉婷議員提出以下意見和提問：

(i) 大部分發言的議員都是不同意規劃署把興建法院綜合大樓和發展商業用地的規劃文件提交城規會，而不是只反對文件部分內容。如議會不通過議決，只有議員各自表述意見，規劃署便會照樣向城規會提交文件，而城規會又會繼續處理。因此，她認為議會必須就是否同意把文件交上城規會進行表決。

(ii) 規劃署根本並無回答最核心的問題。署方一時說二零一七年年中才收到司法機構的回覆，一時說二零一二年開始探討有關用地的用途，一時又說沒有前設，其實都是在欺騙議會。

(iii) 規劃署代表聲稱即使在有關用地上建設文康設施，也會帶來交通影響。可是，署方並無提供有關設立文康設施的交通影響評估，即沒有多一個方案供選擇。這十年間，政府根本沒有與民共議，一同探討如何規劃有關用地。現在貿然提出有關文件，議會實在難以支持。

70. 李碧儀議員指出，有關方案一旦提交城規會，規劃署便可利用一些預測數據來說服城規會，屆時便沒有轉圜餘地。

因此，她反對把有關方案提交城規會，並要求規劃署先充分諮詢區議會。

71. 鄭琴淵博士認為，規劃署的諮詢工作不足，並質疑為何要在這樣短時間內把文件提交城規會。她強調絕對不是反對把文件提交城規會。

(鄭琴淵博士於下午5時55分離席。)

72. 黃宏泰議員表示，即使全體議員反對，規劃署可能也照樣把文件提交城規會。他詢問規劃署是否肯在會上承諾，在未釋除所有疑慮前，不會把有關文件提交城規會。

73. 鍾嘉敏議員指出，文件的目的是「向灣仔區議會簡介加路連山道用地的擬議發展及對《黃泥涌分區計劃大綱核准圖編號S/H7/19》擬議的相關修訂，並聽取議員的意見」，議會應就是否支持擬議相關修訂投票，清楚告知署方議會的立場，以免城規會自行詮釋議員的意見。

74. 主席請議員就是否贊成擬議相關修訂舉手表決，表決結果如下：

贊成：1 票 (鄭其建議員)
反對：9 票 (周潔冰博士 伍婉婷議員 李文龍議員
李均頤議員 李碧儀議員 林偉文議員
黃宏泰議員 楊雪盈議員 鍾嘉敏議員)
棄權：1 票 (吳錦津議員)

75. 主席表示議會大比數反對擬議修訂，並請規劃署更深入諮詢議會。

第4項： 灣仔發展計劃第二期 – 灣仔北P2道路啓用
(灣仔區議會文件第36/2018號)

76. 副主席歡迎以下代表出席會議：

負責人

開會詞

1. 主席歡迎各位議員及政府部門代表出席灣仔區議會第二十次會議，並特別歡迎代替王慧菁女士出席會議的地政總署署理港島東地政專員麥漢森先生，代替劉建國先生出席會議的運輸署高級運輸主任／灣仔黎聲全先生，以及代表東區警出席會議的北角分區助理指揮官(行動)陳鏞鏗署理總督察。

2. 主席請議員留意會議桌上的文件及印有建議討論時間的會議議程，並提醒議員每人可就每項議程發言三分鐘。

通過會議記錄

第 1 項： 通過灣仔區議會第十九次會議記錄

3. 主席表示，就第十九次會議記錄，秘書處分別收到周潔冰博士、楊雪盈議員和伍婉婷議員提出的修訂建議，並請議員參閱置於席上的文件。

4. 由於席上議員沒有提出其他修訂，遂由林偉文議員動議，鄭琴淵博士和議，正式通過經修訂的第十九次會議記錄。

討論事項

第 2項 ： 改劃加路連山道用地
（灣仔區議會文件第1/2019號）

第 3項 ： 擬議銅鑼灣加路連山道、連道及禮頓道的道路改善工程
（灣仔區議會文件第2/2019號）

5. 主席表示，由於議程第 3 項是關於改劃加路連山道用地擬議發展而需要進行的道路改善工程，因此建議將議程第 2 項和第 3 項合併討論，先由政府部門代表分別簡介兩份文件，讓議員了解整項議題後，再開放時間給議員發表意見及提問。主席詢問議員是否同意上述安排。

6. 席上議員沒有異議，主席宣布合併討論議程第 2 項和第 3 項。

負責人

7. 主席歡迎以下政府部門及機構代表出席會議：

規劃署：	港島規劃專員顧建康先生
	高級城市規劃師／港島 3 陸國安先生
路政署：	高級區域工程師／一般職務(2)陳偉康先生
	區域工程師／一般職務(2)B 溫志堅先生
	區域工程師／山頂區李煒力先生
地政總署：	產業測量師／銅鑼灣黃文慧女士
運輸署：	高級工程師／灣仔胡建國先生
	工程師／灣仔 1 方巧妍女士
食物及衞生局：	首席助理秘書長(衞生)5 區蘊詩女士
	地區康健中心總監胡仰基先生
社會福利署：	東區及灣仔區助理福利專員 1 潘巧玉女士
艾奕康有限公司：	執行董事／交通運輸規劃蘇洪德先生
	項目工程師／交通運輸規劃黃韻婷女士

8. 主席請規劃署代表向議員簡介文件。

9. 規劃署陸國安先生以電腦投影片簡介改劃加路連山道用地的細節，包括擬議發展的背景、原訂擬議發展參數、新增的社區設施、運輸設施、交通影響評估和《黃泥涌分區計劃大綱核准圖編號 S/H7/19》的擬議修訂等。

10. 規劃署顧建康先生補充如下：

(i) 加路連山道用地的拆卸工程與加路連山道日後的長遠發展無必然關係。無論加路連山道用地日後用作何種用途，現有的上蓋建築物也不再適合使用，因此必須拆卸，以盡快釋放該用地的發展潛力。

(ii) 在立法會財務委員會轄下工務小組委員會二零一八年三月二十一日的會議上，發展局常任秘書長已表達政府的上述意向。

(iii) 灣仔區議會屬下發展、規劃及交通委員會二零一八年四月十二日的會議記錄也載述，議會理解支持拆卸工程，並不包括支持用地的長遠用途。當時署方亦承諾會就日後的發展方案諮詢議會。

(iv) 政府於二零一四年《財政預算案》提出，希望盡快完成加路連山道用地的研究，以增加商業樓面面積供應。政府隨後於二零一六年的《施政報告》中提及，加路連山道用地會長遠發展為商業用途。

(v) 在二零一六年年中，司法機構表示同意政府在加路連山道用地重置區域法院的方向。當局隨後就司法機構的意向開展一系列研究工作，包括探討重置區域法院大樓所需的配套。

(vi) 二零一七年的《施政報告》亦指出，加路連山道用地會用作商業和區域法院綜合大樓發展。當初步技術研究完成後，規劃署於二零一八年五月就加路連山道用地的發展方案諮詢區議會。在聽取議員的意見後，署方稍為修訂了該方案，然後於今天再到議會徵詢意見。

11. 地政總署黃文慧女士表示，議程第 3 項的討論文件旨在簡介因應規劃署改劃加路連山道用地而需要進行的道路改善工程，以徵詢議員的意見。她請路政署代表介紹有關工程。

12. 路政署陳偉康先生表示，路政署在這項目主要負責進行交通影響評估和道路改善工程。道路改善工程的目的有二：其一是改善路口，確保車流暢順；其二是改善行人設施，以應付商業發展帶來的額外人流。他接着請顧問公司代表介紹有關的道路改善工程。

13. 艾奕康有限公司(艾奕康)蘇洪德先生以電腦投影片簡介擬議銅鑼灣加路連山道及禮頓道的道路改善工程，包括建議的路口改善工程、建議的行人過路設施等。

14. 主席感謝各代表的介紹，並請議員發表意見。

15. 鄭其建議員詢問，在有關用地提供資助幼兒服務的理據何在。他指出，該區的幼兒大多由保母或傭人照顧，因此恐怕在該處提供資助幼兒服務會導致資源錯配。

16. 鄭琴淵博士提出以下意見和提問：

(i) 她喜聞當局把社區服務加入規劃內，並希望有關部門出席區議會屬下幾個專責委員會的會議，以聽取議員和其他部門的意見，透過廣泛諮詢了解區內對這類服務的需求。

(ii) 她指出灣仔區早已車水馬龍，若在銅鑼灣心臟地帶增設公眾停車場，恐怕杯水車薪，反而引來更多車輛在該地帶徘徊等候停車位，阻塞街上車流。因此，她對在有關用地上增設公眾停車場有所保留，並詢問署方有沒有具體數據支持這建議。

(黃宏泰議員及謝偉俊議員於下午2時55分出席會議。)

17. 楊雪盈議員提出以下意見和提問：

(i) 她指出規劃署於去年四月十二日就加路連山道用地的拆卸工程諮詢區議會，一個月後便隨即到區議會就完整的改劃方案徵詢議員的意見，可見政府在推銷拆卸方案時，已打算把加路連山道用地改劃為商業用地。政府聲稱拆卸工程與日後的長遠發展無必然關係，實在是天大笑話。

(ii) 議會在討論灣仔或銅鑼灣分區規劃大綱草圖時，已清楚表示不希望在銅鑼灣核心地帶再增加商業用

地，但規劃署卻無在簡介項目時提及。署方的改劃方案明顯沒有採納議會的意見，是反其道而行。

(iii) 議會曾去信發展局要求提供交通影響評估報告全文，包括所有詳細資料。她認為有關評估不應只計算用地發展對內街的影響，高士威道、軒尼詩道、堅拿道等路口的車流亦應計算在內。

(iv) 她詢問為何署方堅持把部分加路連山道用地劃為商業用地，而非把全幅用地保留作「政府、機構或社區」用途，要求政府解釋。她認為署方不能單單以《施政報告》有此想法為理由，便硬推有關方案，漠視地區可行性。

(v) 她認為應在地契加入條款，規定康健中心和幼兒中心座落的地方屬政府擁有，以免這些地方日後又轉為興建商場或寫字樓。

(vi) 署方在先前諮詢議會時表示，銅鑼灣小巴站某些路線日後會搬到加路連山道的小巴總站。她詢問原先的銅鑼灣小巴站會用作什麼用途。

(vii) 她詢問休憩用地是由政府抑或私人管理。另外，她請署方解釋，希雲街一帶重建後，會否加設天橋或隧道讓行人橫過禮頓道到港鐵站。

18. 李碧儀議員提出以下意見和提問：

(i) 她詢問規劃署或地政總署建議在加路連山道用地提供康健中心和幼兒中心，是基於什麼理據和考慮。她指出議會一直希望在該處增建文娛中心，不明白為何署方突然認為灣仔區缺乏基層醫療服務和幼兒服務。

(ii) 據交通影響評估顯示，地區康健中心和幼兒中心在繁忙時間會引入22和8架次的車輛。她詢問署方如

何推算出如此精準的數字，是否把其他地區的相關數字套用於銅鑼灣區。

(iii) 她籲請當局在考慮提供社區設施時，應探討灣仔區的轉變和需求。如政府堅持在加路連山道用地提供基層醫療設施，她建議把美沙酮中心遷往該處，切實地為灣仔區解決問題。

19. 黃宏泰議員提出以下意見：

(i) 他認為現時的設計沒有充分利用加路連山道用地，以達到紓緩銅鑼灣交通擠塞的目的。他建議參考嘉亨灣或藍灣半島的做法，把法院大樓升高，下面建設交通交匯處。

(ii) 他認同灣仔區的社區設施不足，但質疑是否需要幼兒中心。他指出香港的出生率為全球最低，加上灣仔區的家庭普遍富裕，有足夠資源照顧幼兒。因此，他認為在該處興建社區會堂更為合適。

20. 周潔冰博士提出以下意見：

(i) 她指出前機電工程署總部大樓的地庫可提供很大的空間作發展用途。可是，政府只建議把兩個地庫用作小巴站，其餘兩個地庫則會填封。她認為這樣做非常浪費，沒有善用土地資源。

(ii) 議會一直要求在加路連山道用地增建文娛中心。可是，政府不但忽視這項社區需求，並因發展商業用地而收回兩個體育會的用地。她促請政府考慮如何補償因商業發展而損失了的文娛康樂設施。

(iii) 她認為該處的整體規劃應包括大球場和保良局的重建方向，但署方提供的數據並無提及這些因素。

(iv) 她認為商業機構提供託兒服務是其社會責任。因

此，她認為未必需要在加路連山道用地提供幼兒中心，反而應考慮提供文娛中心、醫療服務、婦女健康服務等，以符合社區需求。

21. 伍婉婷議員提出以下意見和提問：

(i) 規劃署聲稱於四月就拆卸工程諮詢區議會時，沒有預設方案，她不認同此說法。若經過議會於五月時激烈的質詢後，署方仍堅持沒有預設方案之說，她很懷疑署方是否有誠意與議會溝通。

(ii) 她對增設康健中心和幼兒中心表示歡迎，但質疑為何這些為市民服務的設施會座落商業發展內。她詢問食物及衞生局(食衞局)往後會擔當什麼角色，以及這些中心落成後會否變成商業營運。

(iii) 她認同區內的託兒服務遠遠供不應求，但她不認為若要提供康健中心和幼兒中心，便必須犧牲文娛康樂設施。

22. 鍾嘉敏議員提出以下意見和提問：

(i) 當局今天提出的方案看似美好，既有專線小巴站，又有康健中心和幼兒中心。可是，議會之前提出的交通問題，包括加路連山道和禮頓道的嚴重交通擠塞，卻完全未曾解決。她質疑交通影響評估的數據如何估算出來，並指出運輸署並無一力承擔有關的交通影響評估報告。

(ii) 她詢問為何將提供的車位會由原來的600個減至125個，並詢問這125個車位是否供商業機構使用。另外，根據文件所載，增設地區康健中心及幼兒中心後，商業樓面面積將會相應減少。她詢問確實的減幅和最終用於商業及零售的樓面面積分別為何。

23. 李均頤議員提出以下意見及提問：

(i) 她指出灣仔區在全港18區之中屬人口較老化的地區，因此她支持盡快設立地區康健中心，以幫助市民及早發現慢性疾病，以及滿足市民住院後的復康需要。

(ii) 她詢問署方評估交通影響時，有否按附近大廈，如希慎廣場、利園四期及五期等的停車場樓面面積計算將會引來的交通流量。

(iii) 她指增加路面後，必定吸引更多市民駕車前來，以致車流增加。她詢問署方有否考慮在地底增設小巴站及巴士站，以吸引市民使用公共交通工具，避免路面在短時間內飽和。

(iv) 大球場的發展仍在計劃當中，她相信運輸署目前未有任何關於該發展的交通數據。因此，現時的交通影響評估未能全面反映實況，有關數據還須調整。

24. 主席請政府部門代表回應。

25. 規劃署顧建康先生回應如下：

(i) 有關鄭其建議員對託兒服務提出的意見，社會福利署(社署)的代表稍後會簡介灣仔區對託兒服務的需求。

(ii) 他日若設立康健中心或幼兒中心，有關部門定會在適當時候諮詢區議會。至於鄭琴淵博士對公眾停車場的意見，運輸署及顧問公司的代表稍後會回應。

(iii) 當規劃署向城市規劃委員會(城規會)提交改劃建議時，會一併提交相關的技術報告。屆時這些技術報告會變成公開文件，議員及公眾可隨時查閱報告全文。

(iv) 以合和中心及胡忠大廈為例，內裏有部分樓面面積用於設立政府機構，該等範圍屬政府所有。因此，根據現行機制，雖然康健中心及幼兒中心座落商業用地，但其處所屬政府所有。

(v) 根據目前的構思，擬議休憩用地在商業用地內，由發展商負責發展。發展商在設計、發展及管理該休憩用地時，必須參照發展局頒布的《私人發展公眾休憩空間設計及管理指引》。

(vi) 有關楊雪盈議員對希雲街未來發展影響行人連接的關注，他請運輸署代表回應。

(vii) 不少議員關注灣仔區對幼兒中心的需求，他請社署代表回應。

(viii) 在上次諮詢議會後，署方已就議會在該用地提供文娛中心的建議諮詢有關政策局和部門。局方回應時表示，文娛中心是全港性設施。因此，當局已審視港島現有這類設施是否足夠。基於港島這類設施的現時使用情況，他們暫時沒有計劃在港島增建文娛中心。

(ix) 有關車流計算方法的提問，他請顧問公司代表回應。

(x) 雖然現階段尚未有司法大樓的詳細設計，但大原則是必須確保司法大樓的運作安全。因此，在現階段並無計劃把部分法院用地用作其他政府機構用途。不過，商業用地的地庫將預留空間設置小巴上落客設施，供運輸署日後重置現時蘭芳道的小巴站。希望透過加路連山道用地的發展，舒緩現有的地區交通問題。

(xi) 雖然建築署在拆卸上蓋構築物時，暫時把一些地方填封。但將來重新發展時，一定會利用這些空間，

不會浪費。

(xii) 顧問公司已按一貫做法，把有關發展附近已知的重建計劃，納入交通影響評估之內。由於重建大球場暫時只是初步構思，因此交通影響評估並無包括重建大球場的影響。待重建大球場的計劃落實後，當局便須評估重建計劃對周邊交通的影響。屆時會把加路連山道用地的發展包括在內，以評估各項發展對整體交通情況的影響。

(xiii) 他感謝伍婉婷議員認同區內需要託兒服務和支持提供康健中心。他強調，雖然康健中心將設於商業用地內，並由發展商提供有關處所，但其運作是由食衞局決定，因此有關中心絕不會成為商業發展的一部分。

(xiv) 他澄清，剛才提到的125個泊車位是公眾泊車位，這些泊車位與將來的商業發展和法院發展均無直接關係。運輸署是因應銅鑼灣區現有的需求而估算需要在有關用地提供125個公眾泊車位。他續解釋，法院發展和商業用地均有附設的泊車位，兩者附設的泊車位與公眾泊車位加起來大約為600個。

(xv) 根據現時的估算，兩個社福設施的樓面面積大約為3 700平方米，但確實所需的總樓面面積會視乎實際詳細設計而定。

26. 艾奕康蘇洪德先生回應如下：

(i) 顧問公司在推算康健中心和幼兒園中心將產生的交通流量時，分別參考了類似的設施—中九龍診所和香港保護兒童會新航筲箕灣日託嬰兒園的出行率。

(ii) 顧問公司是按一般做法，根據加路連山道建設的面積進行有關的交通調查，並推算將產生的交通流

量。他們在進行交通影響評估初期，已詢問相關部門附近有沒有什麼具體發展項目。因此，已有時間表的具體發展項目，如保良局、利園三期和渣甸坊的發展均已包括在交通影響評估內。

(iii) 透過減縮部分加路連山道用地進行路口擴闊工程，以減輕該處的交通負擔。另外，鑑於現時加路連山道西段右轉經常擠塞，因此建議將左轉行車道改為「左轉和右轉共用」行車道。此外，當打通加路連山道東段和西段之後，東段的違例泊車問題有望因該處的車流增加而有所減少。

27. 主席請運輸署和社署的代表回應議員的提問。

28. 運輸署方巧妍女士回應如下：

(i) 有關公眾停車場的提問，正如剛才規劃署解釋，署方在參考區內交通情況，包括日間和夜間的違泊數字後，建議在商業用地提供125個公眾泊車位。

(ii) 有關交通影響評估報告的提問，正如剛才路政署的顧問表示，他們已把有關報告提交運輸署。運輸署審視了當中的假設，並得知他們評估交通影響時，已納入已知的區內發展項目。運輸署認為有關做法合理。

29. 社署葉巧瑜女士表示，灣仔區對幼兒中心服務名額，特別是兩歲以下的資助獨立幼兒中心名額的需求甚殷。在二零一七至一八年度，資助獨立幼兒中心的平均使用率達 100%。在灣仔區營運資助幼兒中心的非政府機構亦反映，有關服務供不應求，而服務使用者除了區內居民，亦有不少在灣仔區工作的人士，因此署方建議在有關用地設立一所資助獨立幼兒中心。

30. 主席請議員開始第二輪發言。

負責人

31. 謝偉俊議員提出以下意見：

(i) 改劃加路連山道用地和重建香港大球場均是非常大型的項目，若兩者同時進行，衍生的交通問題會倍增，在執行時難上加難。當區居民現已不斷投訴，從樂活道去加路連山道經常塞車。待改劃加路連山道用地後，現時較寧靜的地方如大球場附近也會變得繁忙。他認為在如此細小的地方加入那麼多概念，是空有理想但不切實可行的做法。

(ii) 他對部門就交通影響評估給予的答覆表示失望。他指出，從現有的數字已看到很多飽和點，情況令人擔心。以J6路口為例，二零三一年設計流量與容車量比率，在上午和下午繁忙時段分別為0.44和0.46，當局應解釋有關比率為何如此偏低。

(iii) 大球場改建後，情況會由間中舉行大型活動變為經常舉行活動。以往大球場舉行活動期間，整條加路連山道須封閉。他質疑日後是否需要經常封路。他認為這些問題很快便會出現，因此當局不應再推說未有正式方案或日後可再修訂。他促請當局盡快把全盤計劃告知議會。

(iv) 他指出改劃方案不只提供125個公眾泊車位，加上商業大廈和法院的600個停車位後，出入整區的車輛會大增。

(v) 他支持在區內增設康健中心和幼兒中心，但在選址上必須仔細考慮。把這麼多設施放在同一用地上，是非常困難。他認為官員的想法徒具野心，隨時好事變壞事。

(vi) 他促請當局提供更多交通數據，讓議會清楚知道有關改動是否可行。他作為樂活區區議員，相信當區居民會有很大的反對聲音。

負責人

32. 楊雪盈議員提出以下意見：

(i) 她認為有關交通影響評估報告與現時討論的計劃息息相關，因此署方沒理由要待交通影響評估報告提交城規會時才向議會提供。

(ii) 有關主要路口表現的評估，棉花路路口J17的車流會減少，但如增建J18的行車路，經由J6出J2的容量應大減，但根據有關評估僅減少1%。她質疑如沒有交通影響評估報告的全文，議會怎樣判斷有關數字是否正確。

(iii) 現有小巴站服務的地區包括勵德邨、渣甸山、大坑徑和跑馬地。她認為，居民日後如需由銅鑼灣站走到加路連山道乘小巴，倒不如叫他們徒步上山。李均頤議員建議在地底設置巴士總站，她認為議當局應慎重考慮這建議的可行性。

(iv) 她指出交通影響評估並未包括重建香港大球場、希雲街可能重建和重建保良局的交通影響。

(v) 她批評政府經常打灣仔區的「政府、機構或社區」用地的主意，從而騰出土地改為商業用途。這類例子比比皆是，例如把夏慤道抽水站遷往駱克道遊樂場、改建香港大球場而拆卸灣仔運動場以興建會展三期等。她認為政府對灣仔區公共空間的盤算，並不符合居民所需。

(vi) 除了幼兒中心外，議會亦曾表示需要安老服務設施。現時的計劃不僅沒有回應這方面的訴求，就連讓老人家留連的公園，也交給地產商管理。她質疑為何不讓康樂及文化事務署(康文署)管理本來屬政府所有的「政府、機構或社區」用地。

33. 李文龍議員提出以下意見：

(i) 路口J1至J3現已經常嚴重塞車。在十二月內，曾有四日因該處嚴重塞車而導致整個灣仔區的交通陷於癱瘓。在現時的問題尚未解決之前，又把更多車輛引入該範圍，交通擠塞的問題勢必加劇。

(ii) 文件並無詳述將有哪些小巴路線搬進加路連山道的小巴站。他指出，加路連山道遠離地鐵站，如把小巴路線21A或21M遷往加路連山道，對居民非常不便。他促請當局提供更多資料，讓議會知道將有哪些小巴路線須遷往加路連山道的小巴站。

34. 李均頤議員提出以下意見和提問：

(i) 文件提供的交通數據是建基於不同的假設，但署方並未告知議會具體的假設為何。有些假設可使交通數據看上去更為理想。舉例來說，若以今天的交通情況作為參考方案，她很懷疑邊寧頓街和加路連山道的剩餘容車量會否達27%或12%那麼理想。

(ii) 她詢問在計算道路的飽和流量時，有否計入違泊的假設。

(iii) 她詢問署方有否考慮日後附近一帶的發展，如利園五期購物商場會帶來多少的交通產生量。

(iv) 她指出發展交通樞紐可使改善路口的效用更為持久。將來市民可選擇使用公共交通工具，從而發現乘搭公共交通工具可更快到達各個購物商場。

(v) 她指出有關交通評估尚未計入重建大球場的交通影響。日後當學校在該處舉行校運會時，很可能會有10多部大型旅遊巴士進出。

(vi) 她指出違泊可阻礙一條行車線的流量，因此在評估交通影響時，必須把違泊的因素加入算式內。

(vii) 她詢問政府會否考慮以公共交通工具作為替代方案，藉以減少擠塞。

(viii) 鑑於香港道路的增幅，遠遠追不上車輛的增長。因此，她認為一定要以鐵路為主，並以地下行人通道連接。此外，她希望市民可透過乘座巴士和小巴，更快捷到達銅鑼灣不同的地方。

35. 伍婉婷議員提出以下意見：

(i) 她認同商業用地仍供不應求，但這不代表應在銅鑼灣及灣仔區增加商業用地。事實上，銅鑼灣現已過度商業化。她不同意把加路連山道用地用作商業發展，除非政府的長遠規劃是把銅鑼灣發展至跟中環一樣，只剩商業大廈，而再無民居。

(ii) 她希望未來的康健中心和幼兒中心會有更多性別角度的考慮，盡量針對不同群組的需要優化設施。

(iii) 署方的交通研究似乎只圍繞加路連山道附近幾條街道，並未考慮居民對內街、軒尼詩道等一帶的關注。此外，她認為如加設任何公共交通設施，也應納入交通影響評估之內。

(iv) 她指出銅鑼灣市中心與加路連山道相距甚遠。她認為鼓勵市民步行未嘗不可，但應為市民提供愉快的步行經驗，這包括確保道路暢通可達和整潔等。事實上，愉快的步行經驗是現代城市管理的要素。加路連山道既然是新發展用地，她希望當局可加入更多創新元素。

36. 鍾嘉敏議員提出以下意見和提問：

(i) 她認同社區需要康健中心和幼兒中心這類設施。她詢問社署和康文署，在10萬平方米的商業用地中，兩個中心是否合共佔用3 700平方米。若是，則剩下

6 300平方米作商業及零售用途。當中的600個泊車位會供返工返學、放工放學、前來購物用膳的人士使用，而前往周邊的商業零售或娛樂休閒範圍的人士也會使用該600個泊車位，屆時車流和人流均會大增。若從商業角度來看，這當然是好事。但對當區居民而言，則會非常不便。

(ii) 雖然灣仔的居住人口僅為18萬，但流動人口多達60萬。她質疑路政署怎可用筲箕灣及深水埗這些與灣仔相差甚遠的地區作為參考，而運輸署又怎可認為這樣評估也屬合理。

(iii) 灣仔的交通現已非常擠塞，即使中環灣仔繞道通車後，相信仍有不少車輛使用軒尼詩道和禮頓道。由於現有的交通問題尚未解決，加上有關交通影響評估並未考慮重建大球場的影響，她表示反對有關改劃方案和《黃泥涌分區計劃大綱核准圖編號S/H7/19》的擬議修訂。

37. 周潔冰博士提出以下意見：

(i) 她認為署方並無提供具體的數據讓議會信服，擬議發展不會對當區帶來不可接受的影響。她指出區內現時的違泊和交通擠塞問題非常嚴重，加上加路連山道本來先天不足，他日如再引入大量車輛，又無擴闊道路疏導交通，交通擠塞問題勢難改善。

(ii) 她指出600個泊車位在發展商手上，他日如何出租或出售均不受政府控制，而車輛也未必只在非繁忙時間出入。有關交通影響評估並無這方面的估算數字。

(iii) 現時的交通樽頸位主要在怡和街富豪酒店和聖保祿學校一帶，但有關交通影響評估並無數據顯示如何解決這些樽頸位。如鼓勵市民使用公共交通工具，則必須落實興建接駁地鐵的隧道。

(iv) 如日後在該用地上設立康健中心，將有很多輪椅、復康巴士出入；如日後開設幼兒中心，則會有很多嬰兒車。有關估算並無考慮這些轉變，她促請署方提供更充分和貼地的數據供議會參考。

(v) 在10萬平方米的商業用地上，原本有兩個體育會，共佔50 000平方米。她籲請署方彈性善用土地，重新考慮在「政府、機構或社區」用途的土地興建文娛中心。

(謝偉俊議員於下午 4 時 5 分離席。)

38. 黃宏泰議員指出，議會如此關注交通問題，並非單單為附近居民着想，而且是考慮到法庭使用者的需要。由於應訊人士必須準時到達法院，因此法院的選址最好可讓使用者透過集體運輸到達。他認為如區域法院大樓座落於加路連山道用地，則必須興建隧道連接地鐵站和法院，以解決選址上的先天缺陷。他明白法院的設計有獨特的保安需要，但他認為不能以此為沒有完善交通規劃的藉口。

39. 伍婉婷議員表示，顧問公司剛才提及估算有關數據時，已參考未來的發展，當中包括渣甸坊的發展。她詢問渣甸坊將有什麼新發展。

40. 鄭琴淵博士表示，對運輸署有關公眾停車場的回覆仍有保留。她認為提供公眾停車場就如杯水車薪，不僅對紓緩交通擠塞沒多大效用，更可能吸引更多車輛在該處徘徊等候停車位，以致加劇交通問題。

41. 主席請政府部門代表回應。

42. 規劃署顧建康先生回應如下：

(i) 加路連山道用地將會預留空間，待運輸署諮詢業界

及相關持份者後，可利用該空間重置小巴站。至於哪條小巴路線會遷往加路連山道用地，在現階段未有定案。為方便居民接駁地鐵，可考慮在蘭芳道設置上落客設施，而小巴總站則設在加路連山道。確實方案有待運輸署諮詢持份者，包括區議會後才決定。

(ii) 由於現時尚未有重建大球場的確實建議，因此在評估交通影響時未能把重建大球場的因素包括在內。待有具體重建方案後，有關部門須評估重建大球場對銅鑼灣加路連山道、連道及禮頓道一帶的交通影響，屆時需一併考慮加路連山道用地的擬議發展。

(iii) 現時的構想是在商業用地範圍內提供公眾休憩空間，因此發展商會按發展局的指引設計及管理該休憩用地。至於把休憩用地交由康文署管理，他表示會與相關部門商討這建議。

(iv) 規劃署及土木工程拓展署正研究發展銅鑼灣地下空間，以改善區內連接性。有關研究包括探討在加路連山道用地興建行人隧道接駁地鐵站，因此發展商需要在適當位置預留接駁位，以連接將來可能興建的行人隧道。

43. 艾奕康蘇洪德先生回應如下：

(i) 燈號控制路口的交通情況以剩餘容車輛顯示，數值愈大代表路口表現愈好；優先通行路口的交通情況則以設計流量與容車量比率顯示，數值愈接近1代表路口表現愈差。

(ii) 改劃加路連山道後，J2路口因擴闊工程及增加南行線而有輕微改善，其他路口所受的影響亦很輕微，而優先通行路口尚有很大的剩餘容車量。

(iii) 他表示在計算有關數據時參考了附近不同類型項目

的出行量，包括太平大廈、太古廣場和灣仔及銅鑼灣一帶酒店的出行量。

(iv) 現時的交通影響評估並無包括重建大球場的影響。他日重建大球場時，會再進行交通影響評估，屆時會由運輸署把關。另外，現時的交通影響評估已包括保良局重建的影響。

(v) 如路口附近的違例泊車影響到路口的運作，在計算容車量時會考慮有關因素。

(vi) 他們事先已就交通影響評估的研究範圍與運輸署溝通，有關評估主要涵蓋受加路連山道項目所產生的出行量影響的範圍。

44. 主席詢問是否有計劃發展渣甸坊。

45. 艾奕康蘇洪德先生澄清，交通影響評估包括了該處的小型私人重建項目。

46. 運輸署方巧妍女士表示理解議員對交通影響的關注。她指出，現時的方案提出改善路口的措施，以減低改劃加路連山道用地對交通的影響。

47. 運輸署黎聲泉先生補充，將來若須改動專線小巴路線，署方定會諮詢區議員及議會的意見。

48. 社署葉巧瑜女士表示，部門為有關用地規劃福利設施時，已考慮多方面的因素，包括周遭發展、社區需要、相關服務的供求情況及有關選址可用作社福用途的樓面面積等。現時，灣仔區內共有四間津助及自負盈虧安老院舍，提供共770個宿位。如把參與改善買位計劃的私營院舍計算在內，則總共提供 923 個宿位。部門會繼續透過多管齊下的方式，增加區內長者服務的名額，以回應體弱長者對院舍照顧服務的需要。

負責人

49. 主席詢問上述 923 個宿位是否全屬長者宿位。

50. 社署葉巧瑜女士回應，上述全為安老宿位。

51. 主席詢問議員有沒有其他意見。

52. 伍婉婷議員提出以下意見和提問：

(i) 顧問公司剛才表示參考了太平大廈的資料，但太平大廈位於荷李活道，她詢問顧問公司是否指位於新會道的第一太平大廈。

(ii) 如顧問公司參考了渣甸坊發展項目的數據，她要求顧問公司向議會提交有關資料。但據她所知，渣甸坊現時沒有任何已計劃的發展項目，反而渣甸街則有私人大廈進行重建工程。

53. 林偉文議員提出以下意見：

(i) 現時蘭芳道共有四條小巴專線，分別是21M、14M、21A及30號，這些路線均需經過禮頓道出入。若將小巴站遷至加路連山道，居民及乘客會大為不便。

(ii) 他認為政府應在確定可以建造地下行人隧道連接加路連山道後，才考慮興建加路連山道擬議的構築物，否則導致人車爭路。

54. 楊雪盈議員提出以下意見和提問：

(i) 她指議會與部門的想法存在巨大分歧，但部門完全無法能解答議員對交通和規劃問題的憂慮和關注。

(ii) 她強調曾向部門反映，希望有關公園交由政府管理而非地產商管理，因為過往有太多失敗例子。若休憩設施交由地產商管理，公眾便失去話語權，無法就公園的開放及運作模式發聲，大大降低互動性。

(iii) 加路連山道用地本屬「政府、機構或社區」用地，是一幅為社區預留的土地。是次改劃預留很大的樓面面積作商業用途，為社區帶來種種壞處及災難。她質疑政府到底有否為灣仔居民着想。

(iv) 她強調不希望政府將部分商業樓面面積劃作零售用途，她認為預留的商業樓面面積應用作興建甲級寫字樓，而非購物商場，因後者只會帶來更多車流。

(v) 她指出剛才有關康健中心的介紹相當含糊。據她所知，葵青區已推行先導計劃。她詢問部門對在灣仔提供康健中心有什麼構想，並詢問區內居民是否需要這類設施，以及這類設施的發展是否成熟，足可確保在灣仔區內提供這類設施屬可行。

(vi) 她指小巴站搬遷方案尚未確實，但規劃署已在加路連山道用地預留位置。既然預期經禮頓道進入加路連山道的交通會更為擠塞，她質疑為何還要引入額外車流。她認為市民最希望小巴能提供直接及快捷的服務，因此更改小巴路線的建議實非明智。

(vii) 她詢問社署，現時灣仔區輪候安老院舍的人數及輪候時間，並詢問現時有關服務能否滿足區內需求。此外，她表示希雲街有機會重建，而該處不少居民為長者，他們都希望能獲得原區安置，例如入住附近的安老院舍。她詢問該處附近的安老院舍是否足可應付這些居民的需要。

55. 李文龍議員提出以下意見：

(i) 根據顧問公司所說，交通影響評估的範圍是按照運輸署的要求而定。他詢問運輸署是否仍按既定程序釐訂研究範圍。他認為改劃加路連山道用地是如此大型的發展計劃，但運輸署卻沒有擴大研究範圍，要求顧問公司進行更全面的交通影響評估。他質疑運輸署是否辦事不力。

(ii) 他相信規劃署在加路連山道用地預留位置供重置小巴站，是因應運輸署的要求。他促請運輸署交代搬遷小巴站的詳情。

56. 李碧儀議員提出以下意見和提問：

(i) 她認為政府今次提交的方案仍有很多無法解決的根本性問題，特別是交通方面的問題。

(ii) 她批評署方每次來到議會諮詢都會提出新方案，例如今次又突然提出預留位置興建隧道。她詢問政府下一步的計劃為何，並質疑政府是否永遠交不出一份符合市場需要的方案。

(iii) 她認為改劃加路連山道用地是大型的發展計劃，不明白為何相關的交通影響評估沒有包括用地附近可能重建及發展的項目。

57. 主席請運輸署、規劃署及顧問公司代表回應。

58. 規劃署顧建康先生感謝議員就有關發展計劃發表意見。他表示署方下一步會歸納議會的意見，然後與政策局商討。若有關方案無須修改，規劃署將如文件所述將有關方案連同區議會的意見提交城規會。

59. 運輸署黎聲泉先生回應，有關搬遷專線小巴站的建議，現時尚未有定案。他表示部門尚未決定會否把蘭芳道所有小巴路線遷往加路連山道，抑或設立中途站，以應付社區的交通需求。他強調不論採納任何方案，運輸署事先必會諮詢區議會，與議員詳細討論，並會考慮乘客乘車習慣及市民的意見。

60. 食衞局區蘊詩女士回應如下：

(i) 行政長官於二零一七及二零一八年的《施政報告》

均提及設立地區康健中心，以招標形式邀請非公營機構，以非牟利方式在社區建立私營醫護人員網絡，而政府會補貼市民於私營醫護人員網絡使用相關服務。

(ii) 她解釋基層醫療指醫療體系中第一層預防，例如疾病預防及健康推廣，而非指只有基層人士才可使用的醫療服務。

(iii) 設立葵青區地區康健中心的主要目的，是幫助市民及早發現慢性疾病，如高血壓、糖尿病等。根據統計處的數據，現時本港有70多萬名慢性疾病患者。另有研究指出，部分市民並不知道自己患有慢性疾病。有見及此，政府期望透過康健中心的體系，幫助市民及早察覺身體問題，以盡早得到治療。

(iv) 局方認為慢性疾病為一個全港的問題，因此相信灣仔區亦會設立康健中心。局方會根據灣仔區的人口數據建議具體服務，並會就建議諮詢灣仔區議會。

(v) 葵青區地區康健中心的招標工作於去年九月展開，並已於十一月截標，現時正進行標書評核工作。局方預期該康健中心在今年第三季啓用，並相信其運作模式可供灣仔參考。

61. 社署葉巧瑜女士回覆如下：

(i) 資助安老宿位的輪候時間受多項因素影響，包括申請人是否只選擇某區域或某安老院舍，以及個別院舍的服務名額流轉率等。

(ii) 社署並沒有備存個別地區安老院舍的輪候時間，但根據二零一八年十一月三十日的統計，輪候護理安老宿位及護養院宿位的平均輪候時間分別為22及21個月。

(iii) 部門會繼續透過多管齊下的措施增加安老服務名額，包括善用現有津助院舍空間，以及將部分合約院舍的非資助安老宿位轉為資助安老宿位，以增加整體資助安老宿位的供應。

(iv) 在二零一七至二零一九年間，部門將分階段推出3000張長者院舍住宿照顧服務券，為有需要的長者提供一個額外選擇。

(v) 如長者有福利需要，社署地區辦事處十分樂意提供協助，歡迎議員轉介有關個案。

62. 艾奕康蘇洪德先生澄清，他先前提到的太平大廈是指位於恩平道的中國太平大廈。另外，他更正交通影響評估包括參考渣甸街的私人重建項目。

63. 鍾嘉敏議員重申，她反對加路連山道用地的修訂建議及《黃泥涌分區計劃大綱草圖》。她促請部門根據議員的意見改善有關建議，並在向城規會提交修訂建議前再到議會徵詢意見。

64. 李均頤議員提出以下意見：

(i) 她認為設立地區康健中心刻不容緩，因為現時整個醫療系統只側重醫院服務，預防醫學的工作只佔10%。她指長遠而言，預防勝於治療，因此應盡快提供地區康健中心。

(ii) 她批評交通影響評估的研究範圍太窄，只涵蓋至渣甸街，但沒有包括其他發展，而納入評估的路口亦只有加路連山道附近的幾個路口。因此，有關的交通影響評估未能全面反映實況。

(iii) 她指出剩餘容車量太小，若要長遠解決交通擠塞問題，運輸署必須多花時間及精力規劃公共交通樞紐。她籲請運輸署答應灣仔區的居民，會做好公共

交通運輸方面的工作。

65. 李文龍議員表示，運輸署代表尚未回應他的提問。他詢問交通影響評估的涵蓋範圍，是否只根據慣常的標準釐定，還是已因應這項大型發展而擴大了研究範圍。此外，他希望地區康健中心能盡早興建。

66. 運輸署方巧妍女士表示，剛才的投影片只顯示了交通影響評估內的部分路口，其實怡和街及波斯富街的路口亦包括在內。根據顧問公司的數據，發展有關用地主要對用地鄰近路口的車流有較大影響，對於較遠的路口如邊寧頓街、軒尼詩道及告士打道的影響則非常輕微。

67. 主席表示，議員已充分發表了意見，並請各部門備悉有關意見。

68. 楊雪盈議員表示不滿運輸署的答覆。她要求部門下次就修訂方案諮詢議會時，必須一併提交交通影響評估報告的全文，否則她認為部門是在愚弄議會。

69. 主席請政府部門備悉議員的意見，並感謝各代表出席會議。

第4項： 重建香港大球場擬議發展範圍
（灣仔區議會文件第3/2019號）

70. 主席歡迎民政事務局總康樂事務經理(康樂及體育)2 阮慶強先生、康樂及文化事務署(康文署)高級行政主任(策劃事務)4 區佩妍女士及署理香港大球場經理李靄雲女士出席會議。

71. 主席請區佩妍女士向議員簡介文件。

72. 區佩妍女士以電腦投影片向議員簡介現時香港大球場的用途及設施、重建計劃的背景、改建香港大球場為公眾運動場的擬議發展範圍及體育界對此項計劃的意見。

二〇一九年七月四日

規劃署、建築署、路政署及運輸署的合併書面回覆

書面動議

灣仔區議會文件第 43/2019 號

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

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

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

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

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

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

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

式；（ii）在有關用地的東面出入口外（即加路連山道（東段）的東行線）增設一條右轉車道；；及（ iii）在禮頓道/加路連山道（西段）/開平道路口北行的左轉行車道將改為「左轉和右轉共用」行車道。

6. 規劃署表示香港未來對於商業用地有很大的需求。但據了解，一些甲級商業大厦如利園三期及置地廣場均有不少空置單位，請問有關說法是根據甚麼數據作推算？

灣仔/銅鑼灣區甲級寫字樓空置率一向偏低，而現時區內並無新增商業用地供應。根據差餉物業估價署所製訂《香港物業報告 2019》，灣仔/銅鑼灣區的甲級寫字樓空置率在 2018 年年底約為 4.8%，較全港(8.7%)為低；平均月租由 2008 年的 526 元/平方米上升至 2018 年的 799 元/平方米，明確反映該區甲級寫字樓供應短缺及市場對核心商業區寫字樓有殷切需求。

在《香港 2030+：跨越 2030 年的規劃遠景與策略》的研究過程中，規劃署在 2017 年完成了一項名為《檢討甲級寫字樓、商貿及工業用地的需求》的顧問研究，該研究推算全港的商業核心區甲級寫字樓（包括位處灣仔/銅鑼灣區的甲級寫字樓）在短中長期均會出現供不應求的短缺情況。以總樓面面積計算，至 2023 年的短期短缺約有 48 萬平方米；至 2033 年中期短缺約有 31 萬平方米；至 2041 年長期短缺約有 106 萬平方米。

負責人

通過會議記錄

第 2 項： 通過灣仔區議會第二十二次會議記錄

53. 主席表示，就第二十二次會議記錄，秘書處收到楊雪盈議員提出的修訂建議，並請議員參閱置於席上的文件。

54. 由於席上議員沒有提出其他修訂，遂由李文龍議員動議，黃宏泰議員和議，正式通過經修訂的第二十二次會議記錄。

討論事項

第 3項 ： 《黃泥涌分區計劃大綱草圖編號S/H7/20》所收納的修訂項目
（灣仔區議會文件第41/2019號）

第 4項 ： 關於加路連山道前機電工程署大樓用地的規劃方案的書面動議
（灣仔區議會文件 43/2019 號）

55. 主席表示，由於議程第 3 和 4 項均是與加路連山道用地擬議發展有關的議題，因此建議合併討論兩項議程。主席詢問議員是否同意上述安排。

56. 席上議員沒有反對，主席宣布合併討論議程第 3 和 4 項。

57. 主席歡迎以下政府部門及機構代表出席會議：

規劃署：	港島規劃專員顧建康先生 高級城市規劃師／港島3陸國安先生
運輸署：	工程師／灣仔1方巧妍女士
路政署：	高級區域工程師／一般職務(2)陳偉康 區域工程師／一般職務(2)B 溫志堅先 區域工程師／山頂區李煒力先生

艾奕康有限公司： 高級工程師／交通運輸規劃黃韻婷女士

58. 主席請規劃署代表先向議員簡介文件第41/2019號。

59. 規劃署陸國安先生以電腦投影片向議員簡介文件第41/2019號，包括修訂《黃泥涌分區計劃大綱草圖編號S/H7/20》的背景、修訂建議摘要、概念發展與主要發展參數、保育古樹及石牆、擬議路口改善工程、擬議行人過路設施等。

60. 周潔冰博士請議員發表意見和提問。

61. 謝偉俊議員表示，既然議會合併討論兩項議程，他建議先由他交代書面動議，然後才讓議員開始討論。

62. 周潔冰博士表示，先讓議員發表意見。

63. 林偉文議員表示，規劃署及多個部門曾就改劃加路連山道用地諮詢議會，但他對該用地是否適合改劃為商業用地，仍存着很大疑問。

64. 李文龍議員認為，如果議員現在只就第3項議程的文件發表意見，在規程上怎算得上是合併討論。

65. 因應議員的意見，周潔冰博士請謝偉俊議員先介紹第4項議程的文件。

66. 謝偉俊議員簡介文件第43/2019號如下：

(i) 文件主要關於交通問題。第二、三及五條問題分別關於交通評估、行人流量和道路擠塞；第一、四及六條問題則分別關於新區域法院的規劃高度、新建商業大廈對景觀、通風和採光的影響，以及本港未來對商業用地的需求。他請署方就上述問題給予回應。

(ii) 由於現行方案於交通配套、環境及景觀、可建築

樓面面積都存有很大爭議，因此他在動議中提出本會強烈反對現行方案，並希望當局重新檢視，在擬定切合居民需要的新方案之後再提交議會再作討論，待議會通過後才提交城市規劃委員會(城規會)。

(iii) 他表示對當局的交通影響評估存疑。根據當區一些建築師及專業人士的意見，禮頓道馬路剩餘容車量仍低於15%這個運輸署最低可接受水平，而禮頓道行人路的服務水平亦低於運輸署現時最低可接受的C級水平。此外，交通影響評估沒有交代繁忙時間、重要日子如賽馬日和大球場舉行活動時的車流，亦沒有人流分析數據和禮頓道及樂活道的車龍分析。由於交通影響評估存在種種缺陷，如基於這份評估制訂規劃建議，他認為議會或大部分議員都難以接受。

67. 周潔冰博士詢問和議的議員有沒有補充。

68. 李碧儀議員詢問，現時是否可就政府部門的回應提問。

69. 周潔冰博士表示議員可以開始提問。

70. 李碧儀議員提出以下意見和提問：

(i) 她指出個別選區的發展都會影響灣仔整體的交通。她當區的居民一直非常擔憂合和二期的發展對堅尼地道和皇后大道東的交通影響，同時亦很關注區內新發展項目，特別是加路連山道用地的發展，因為這些發展均會對灣仔整體的交通有重大影響。

(ii) 她詢問現有法院的高度和面積，並跟將來的法院相差多少。她留意到擬建的法院大樓佔地龐大，詢問是否因為將有新增用途或預計日後審理的案件趨升。

(iii) 她指出，政府的交通影響評估並無把賽馬日、假日和大球場活動日的車流納入計算。她認為這些日子為數不少，而正正是在這些日子車流會增加。因此，她認為如沒有涵蓋這些日子的車流，又怎稱得上是全面的交通影響評估。此外，她詢問該交通影響評估涵蓋的年期。

(iv) 部門在回覆中表示現時的行人路及過路處整體仍能達致可接受的水平，但她詢問五年後是否仍處於可接受的水平，以及署方根據什麼數據預計行人路和過路處還有多少年可處於可接收水平。

(v) 根據部門的回覆，灣仔／銅鑼灣區甲級寫字樓空置率於二零零八年年底為4.8%。雖然有關空置率較全港為低，但顯示仍有空置寫字樓。她詢問在仍有空置寫字樓的情況下，署方基於什麼原因增加商業用地。

(vi) 她指出政府一下子進行這麼大型的商業規劃，影響到附近的交通和居民的生活素質。如沒有充分的理據，居民難以信服和支持。

71. 林偉文議員提出以下意見和提問：

(i) 他指出，樂活道和禮頓道的交通擠塞嚴重。該處不僅在上下午繁忙時段塞車，有時在下午1、2時車輛已塞至山上。此外，禮頓道周邊的交通同樣水洩不通，車輛由禮頓道下面塞回渣甸山。他指出在座旁聽的渣甸山和樂活道法團主席、委員及代表均不同意有關發展方案。他質問政府怎樣進行諮詢和規劃，並建議署方實地視察區內的交通情況。

(ii) 他質疑署方有關商業用地不足的說法。他指出

利園三期仍有很多空置鋪位。另外，怡東酒店、景隆街顯輝中心和耀華街40至42號亦已落實重建，皇冠假日酒店也計劃重建為商業大廈。已落實興建的商業大廈總樓面面積達1 372 031平方尺，這數字還沒把加路連山道用地改劃後約180萬平方尺的商業用地計算在內。銅鑼灣一帶早已商廈林立，有些商鋪仍然空置，有些則尚未建成。他認為署方完全沒有考慮大廈拆卸重建時的交通負荷，並批評署方漠視民意，不知羞恥。

72. 李文龍議員表示，香港的土地資源珍貴，因此不反對政府發展土地，但前提是不影響居民和區內交通。幾位議員曾於六月十四日舉辦居民諮詢大會，當日有百多名居民出席，政府代表亦有前來旁聽。當日居民提出了不同的方案供部門考慮。可是，在今天的資料文件上，完全沒有納入居民的意見。他批評署方不斷敷衍居民，完全沒有改善交通問題。他認為如在加路連山道用地增建商業大廈和法院，那裏的交通很可能陷於完全癱瘓。他質疑署方從未實地視察區內的交通情況，只懂閉門造車。

73. 主席表示，先讓所有議員發表意見後，才請政府部門一併回應。

74. 楊雪盈議員提出以下意見和提問：

(i) 她指出加路連山道用地的面積為10 600平方米，而法院只需要70 000平方米，理論上興建七層已足可達到法院所需的樓面面積。因此，她質疑為何現建議興建13層，13層乘10 600平方米遠遠多於70 000平方米。她詢問多出的樓面面積將用作什麼用途。

(ii) 根據規劃署之前的概念圖，法院的樓面面積為5 600平方米，她詢問政府是否打算日後把多出的樓面面積出售作商業用途。

(iii) 根據部門的回覆，交通高峰時段主要集中在工作日的上下午繁忙時間。她詢問署方在作出這判斷前有沒有任何根據。她相信在場的居民會同意最塞車的時間其實是周末的上午，這一點她在之前很多次討論時已提出過。她指出議會已多次質疑署方的交通影響評估報告，不明白為何署方仍然根據該報告回覆議員的提問。

(iv) 有關加路連山道用地發展後的人流評估，她指出其中一個路口被評為最差的E級，她質疑為何在部門的回覆中，依然表示行人流量仍在可接受的水平。

(v) 署方在回覆中表示，擬議發展的建築物高度跟毗鄰的商業發展相若。她指出，所謂高度相若是指希慎廣場、時代廣場等，而非與鄰近的民居高度相若。事實上，擬議發展非常接近民居，她展示多張日照分析圖，指出發展對民居的採光勢必造成極大影響。

(vi) 規劃署多次就發展計劃前來議會諮詢，其間議會提出強烈反對。可是，即使議會反對，規劃署仍繼續把發展計劃提交城規會，城規會又繼續徵詢公眾意見。她反問，署方諮詢議會又有何用。她促請署方在今天的會議聽取議員的意見後，要求城規會收回現時這罔顧市民利益的發展計劃。

75. 鍾嘉敏議員提出以下意見和提問：

(i) 雖然這是規劃署第三次來到議會就加路連山道用地徵詢意見，但所提交的文件沒半點改進。儘管議員每次都提出很多意見，但署方從無改善議會最關注的問題。

(ii) 文件第6.1段提到修訂A項包括提供康健中心、幼

兒中心及為小巴而設的地下公共交通設施，這樣看似向居民送上大禮，但其實暗藏陷阱，因為該項修訂亦包括設有不少於100個私家車及25個商用泊車位的地下公眾停車場。所謂不少於100個車位，其實是指600個車位，這一點署方從來沒有修改過。該處一帶上下班時間交通嚴重擠塞，如再增加600個車位，情況更難以想像。

(iii) 擬議發展在建成後固然會帶來交通擠塞問題，但其實現有的塞車問題也未曾解決。現時，每逢下午3時聖保祿學校放學，或中午12時送飯時間，禮頓道都泊滿車輛，兩線行車變成一線行車，這問題一直沒有改善。接下來保良局、南華會、希雲街、禮頓道8號和大球場將相繼改建，屆時塞車問題會更形惡化。她批評運輸署從沒保證不會塞車，這樣議員又怎可支持有關發展方案。

(iv) 除了黃泥涌大綱草圖外，還有銅鑼灣大綱草圖。日後整條波斯富街，以至時代廣場一帶，全都變為商業區。已落實興建的商業大廈總樓面面積達130多萬呎，但規劃署仍認為不夠。她反問難道規劃署沒有前瞻遠景。

(v) 議會每次就這議題討論都提出動議，可是署方不曾聽取。因為權在城規會，城規會贊成，規劃署便照辦。她指斥署方只當區議會為小丑，並表示強烈反對有關文件。

76. 伍婉婷議員提出以下意見和提問：

(i) 她樂見有關修訂包括提供地區康健中心、幼兒中心和公眾休憩用地，但當中的商業設施卻又增加了酒店這個選項。

(ii) 她同意法院用地不敷應用，需要另覓地方重置法院。但擬建法院大樓的面積多於法院所需的70 000

平方米，她詢問究竟法院需要多大的空間。

(iii) 她留意到土地審裁處也會遷往加路連山道。她詢問如果改劃有關用地的原意只是回應法院用地不敷應用的話，為什麼突然把土地審裁處搬進來。

(iv) 她認為交通影響評估所涵蓋的車流完全不夠全面。她作為銅鑼灣的當區議員，肯定交通高峰時段不只是工作日的上下午繁忙時間，認為周末的車流也應計算在內。此外，有關用地周邊有大球場、南華會，這些設施在舉辦活動時的車流也應納入交通影響評估內。

(v) 她指出由於用地上設有法院設施，日後將有囚車出入。她詢問如果剛巧附近舉辦大型活動，會有什麼交通及保安安排。

(vi) 她經常強調轉乘站應只須步行很短距離，但現時建議在加路連山道用地提供小巴站，她懷疑有多少居民願意走過去轉乘小巴，屆時可能帶來更大交通負擔。她表示對今天的文件非常失望。

77. 黃宏泰議員提出以下意見和提問：

(i) 他認為政府做事應考慮緩急輕重。灣仔區發展過急，建築和清拆工程連綿不絕，居民全無喘息空間。

(ii) 他指出，在加路連山道興建區域法院大樓的建議，源出於《施政報告》，當時政府在《施政報告》表示法院的地方不敷應用。可是，司法機構從沒到來交代數據，他懷疑案件積壓，是因硬件不夠，抑或軟件不足，如律師不足或內部司法行政效率過慢等。他認為司法機構應派員向議會交代。

(iii) 他亦對商業寫字樓不足的說法存疑。他認為隨着互聯網興起和在家辦公的普及，對商業寫字樓的需求也應有所減少。

(iv) 他認為銅鑼灣交通已嚴重擠塞，當局應該把握這次機會，好好規劃，利用這用地作交通紓緩點。他提醒政府社區發展欲速則不達，切忌揠苗助長。

78. 主席請政府部門代表回應議員剛才提出的憂慮及意見。

79. 規劃署顧建康先生綜合回應如下：

(i) 在法院的樓面面積方面，司法機構提出需要70 000平方米的總樓面面積，以容納區域法院、家事法庭及土地審裁處。司法機構在計算所需的總樓面面積時，是把現有的樓面面積乘1.5倍，即是除了滿足現有需求外，亦為將來的發展預留地方。此外，法院亦需設有附屬停車場、上落客貨設施。但在計算總樓面面積時，這些附屬設施並不包括在內，因此並非單單興建七層便足夠。另外，根據《建築物條例》，興建建築物時，不是每一層的覆蓋率都可達用地面積的100%。如有關發展的高度為60米或以上，並且屬非住宅用途，則覆蓋率只限65%。換言之，當建築物高於某個高度時，覆蓋面積便要收窄，因此並非興建七層便可提供70 000平方米。

(ii) 由於法院獨立運作，並有保安考慮，所以法院設施不會與其他用途混雜。換言之，該70 000平方米樓面面積只會供法院及其附屬設施之用。

(iii) 至於商業用地的需求，在進行《香港2030+》過程中，政府委聘顧問公司就香港未來甲級寫字樓、商貿及工業用地的需求進行研究。有關研究是運用計量經濟模型進行，即假設香港的本地生產總值以3%至5%增長下估算土地用途的需求。研究結

果顯示，以總樓面面積計算，至二零二三年，甲級寫字樓的短缺約為48萬平方米；至二零三三年，有關短缺則約為31萬平方米；至二零四一年，該短缺約為106萬平方米。有關估算建基於不同假設，這些假設會因應時間轉變相應調節。

(iv) 在決定加路連山道用地的用途時，除了考慮商業用地需求之外，亦會審視整個地盤，包括考慮周邊的土地用途，才建議用地的用途。署方經過全盤審視後，認為加路連山道用作商業用途比較合適。

(v) 在加路連山道用地上提供125個公眾泊車位，是因應運輸署的要求，而運輸署是基於銅鑼灣整體泊車需求而要求提供125個公眾泊車位，以解決區內車位不足的問題。至於鍾嘉敏議員提及的600個車位，扣除125個公眾泊車位之外，其餘是商業發展及法院大樓本身的附屬停車位。這些車位對周邊道路網絡的影響已包括在交通影響評估內。

(vi) 至於加路連山道的發展對周邊建築物採光的影響，他強調無論該用地將來的建築設計如何，都必須受《建築物條例》的規管。現存住宅大廈的採光均需符合《建築物條例》的要求。

(vii) 署方會把收到的意見，包括公眾和議員的意見提交城規會考慮。城規會可按各項意見的理據再進一步修訂署方提出的方案。

80. 路政署陳偉康先生表示，議員對交通影響評估總括有五項提問。第一是交通影響評估在哪年進行；第二是交通影響評估有沒有包括其他在銅鑼灣的未來發展；第三是交通影響評估有沒有考慮特別日子的車流；第四是主要路口的車龍會否無法疏導；第五是加路連山道發展後對銅鑼灣人流的影響。陳先生表示，交通影響評估的設計年份為二零三一年，即預計有關發展於二零二六年落成，再加五年去評估交通及

行人流量。至於其他四條問題，他認為比較深入，因此請交通顧問解說。

81. 艾奕康有限公司(艾奕康)黃韻婷女士回應如下：

(i) 根據之前的加路連山道用地交通影響評估，加路連山道附近的路口在星期六的表現勝於工作日的上下午繁忙時間，所以顧問公司選取工作日的上下午繁忙時間進行交通影響評估。另外，運輸署統計年報的資料顯示，銅鑼灣的交通流量在周末較工作日少，所以交通影響評估報告便依一貫做法，涵蓋工作日的上下午繁忙時間。

(ii) 根據顧問公司的車龍估算，在加路連山道附近的車龍平均不會延至上游路口，所以在可接受水平。

(iii) 交通影響評估的結果顯示，即使沒有加路連山道的發展，某些路口的路口剩餘容量在二零三一年都不能達至 15%。因此，在加路連山道用地發展後，路口剩餘容量不達 15%仍屬可接受的水平。

(iv) 交通影響評估的結果顯示,行人服務水平至少達 D 級，亦屬可接受水平。

82. 主席詢問運輸署的代表有沒有補充。

83. 運輸署方巧妍女士回應如下：

(i) 根據交通影響評估報告，加路連山道用地附近路口的剩餘容車量全是正數，代表路口並未超出負荷。署方留意到個別路口的剩餘容車量低於15%,雖則這並未達到規劃新區時常用的最理想水平，但鑑於市區地方受到很多現有發展限制，而且剩餘容車量仍為正數，因此仍屬可接受水平。

(ii) 根據交通影響評估報告，大部分行人路服務水平

都達到 C 級或以上的理想水平。即使個別路段的服務水平因受現場環境限制而被評為 D 級的可接受水平，整體行人路的服務水平仍屬大致理想。

(iii) 根據署方的資料，周末的車流稍為少於平日的車流。署方曾於個別路口進行車流估算，所得數字跟顧問報告的結果相若。

84. 主席表示，部門代表已回應議員第一輪的提問，現在開始第二輪發言。

85. 李文龍議員詢問，如15%的剩餘容車量和D級的服務水平也可接受，那麼低至什麼水平才不可接受。他相信在座沒有多少人認為部門的答覆可以接受。此外，他質疑署方有沒有把議會的意見如實向城規會反映。他建議以區議會名義去信城規會，把議會今天的動議告知城規會。

86. 伍婉婷議員提出以下意見和提問：

(i) 她認為香港不光是商業用地不足，住屋問題同樣嚴峻。她詢問政府為何不考慮在加路連山道用地興建住宅。

(ii) 她指出銅鑼灣將有很多新商廈落成，現有的商廈亦有不少空置單位，因此認為不應再過度發展商業用地。

(iii) 署方指周末的車流比平日少，她詢問這結論是怎樣得出來，例如以什麼時間計算。她的辦事處於六月十日邀請了規劃師、城市設計師出席居民諮詢會，當日規劃署亦有派員聽取民意。當時規劃署並無提出周末的車流比平日少的說法。她請署方提供整份交通影響評估報告供議會參考。

(iv) 她認為兩幢新區域法院大樓設計欠善，不僅對採光造成影響，而且引起屏風效應。她詢問可否優

化該兩幢大樓的設計，以減少對周邊大廈的影響。

87. 楊雪盈議員提出以下意見和提問：

(i) 她認為規劃署向城規會提交議會的意見時，有斷章取義之嫌。署方把議會支持社區康健中心的取態，說成議會支持整項發展。由於署方未能有效傳達議會的意見，因此她認為直接去信城規會或親身出席公眾申述會均十分重要。

(ii) 有關法院大樓的高度，她指出若覆蓋率為 60%，10 600 平方米乘 60%等於 6 360 平方米，70 000 平方米除以 6 360 平方米即等於 11 層。因此她認為，最高興建 11 層，即 60 米，便可滿足到司法機構 70 000 平方米的需求，根本無需興建至主水平基準以上 135 米這個高度。

(iii) 她重申有些地方在法院大樓建成後將永遠沒有陽光照射。她指出她反問規劃署是否肯定這項發展對社區日照沒有丁點損害時，規劃署只回應指影響符合相關標準。她認為規劃署有責任確保有關計劃書從社會、經濟以至環境角度均對社區最好，才提交城規會。如明知有關發展需要社區作出很大犧牲，也照樣呈上城規會，絕對講不過去。

(iv) 民間倡議將法院和休憩用地調換位置，這提議可供署方考慮。她不明白為何規劃署不研究出對社區最好的方案才提出。她續指出，在用地拆卸工程之前，有關用地已空置十多年，但政府從沒有跟居民一同制訂完善的方案。即使把方案提交城規會之前都沒有直接諮詢居民。她認為署方應該暫緩有關發展，跟居民一同研究如何把方案修改至最完善，才提交城規會。

(v) 她重申加路連山道一帶周末的車流最高，並建議署方實地視察。

88. 鍾嘉敏議員提出以下意見：

(i) 剛才規劃署顧先生已親口承認，有關發展將提供600個停車位，即表示早晚上下班時間將有600架次車輛出入該處。屆時禮頓道、加路連山道、東院道都會嚴重擠塞。現時若告士打道、軒尼詩道塞車，駕駛人士還可取道禮頓道。可是，有關發展落成後，連禮頓道都不能倖免。

(ii) 她指出灣仔區現有的塞車問題尚未解決，若日後的商業發展再增設過千車位，屆時區內交通將陷於癱瘓。她促請部門派員落區實地視察，並聽取居民的聲音和考慮議會的數據。

(iii) 她對規劃署、路政署、運輸署的回應表示失望，並認為署方向城規會反映議會的意見時不盡不實。她表示堅決反對是次修訂。

89. 李碧儀議員提出以下意見：

(i) 她促請交通顧問公開計算方法，包括計算日期和時段、車輛數目等。她批評署方不能單憑「可以接受」四個字來說服議會，她相信在場居民無一能接受有關估算。

(ii) 鑑於發言的議員都表示不支持有關方案，她請規劃署清楚交代將如何處理這份規劃申請。她希望知道規劃署會繼續將方案交上城規會討論和通過，還是經過三次諮詢後，會撤回現有方案，然後按居民的意見修改方案，再把優化方案提交區議會，待諮詢居民後才把優化方案呈上城規會。

(iii) 她指斥規劃署向城規會反映議會的意見時有斷章取義之嫌。文件第41/2019號只提到已因應議員的訴求，提供地區康健中心及幼兒中心，但卻沒提

到議會反對把用地用作商業用途及憂慮附近的交通擠塞問題。她認為署方不應只報喜不報憂，應該如實反映議會每項意見，以免誤導城規會。

90. 李均頤議員提出以下意見和提問：

(i) 她認為當局考慮區內的交通情況時，不應只着眼一個小區，而是應從整體，甚至全港政策審視。現時全港車輛數目多逾80萬，而汽車首次登記稅則十多年來沒有增加，這些政策層面的問題都會影響地區的交通情況。

(ii) 她指出從高士威道到禮頓道，最近這年幾高峰時間的流量有所減少。她請署方提供基本的數據，包括擠塞時間、一年內有多少日子出現擠塞、擠塞的定義等。此外，署方表示到二零三一年還有15%的剩餘容車量。她詢問這數據怎樣計算出來，有否把慢車計算在內。因為在運輸學上，擠塞和慢車有明確分野。她相信在座很多居民可能連慢車都不接受。但在經濟發達地方，除非在公路上，否則交通很難完全暢通無阻。雪梨、紐約等地都採取很多其他措施控制交通擠塞問題。

91. 主席提醒李均頤議員，發言時限已過。

92. 李均頤議員表示，其他議員都用上三分鐘發言。

93. 主席告知李均頤議員，她的發言已超過三分鐘。

94. 李均頤議員表示還想就公共交通和公共交通配套發問。

95. 主席請李均頤議員等待下一輪發言。

96. 林偉文議員提出以下意見和提問：

(i) 他要求署方提供整份交通影響評估報告，讓議員

知道評估是在哪一天進行和涵蓋的日數。

(ii) 署方表示交通影響可以接受，他詢問可以接受的程度。另外，署方表示周末的車流不是最多。他詢問警方在周末收到多少有關塞車及違例泊車的投訴，他亦經常因這些問題致電999報案中心。他相信當區居民一定不能接受現時的交通問題。

(iii) 他批評署方把專線小巴站寫成專線小巴避車處，只是巧立名目。他詢問哪些小巴線會遷往該小巴站。他相信附近的小巴線，如前往渣甸山、勵德邨、大坑的小巴線會遷往該小巴站。他詢問署方有否考慮居民日後須走一大段路才可到達小巴站，而且中間完全沒有任何配套，署方所說的地下隧道根本未見影踪。

97. 謝偉俊議員提出以下意見：

(i) 他明白《香港2030+》建基於客觀的數據，但觀乎社會近日的糾紛和暴亂，他質疑本地生產總值有3.5%的增長是否切合現實的預測。

(ii) 他指出加路連山道一直是區內較優靜的區域，現在政府把銅鑼灣最旺的地方搬到加路連山道，當區居民當然難以接受。此外，區內的交通問題一直為人詬病，即使沒有任何發展，居民的投訴已多不勝數。

(iii) 他指出很多在座旁聽人士為當區居民，他們不是衝動派，絕對不會衝擊立法會，也不會砸東西。可是，他們都會憤怒。他籲請政府不要漠視他們憤怒的聲音，因為當社會上的中產或較親建制人士都羣起反對時，社會便出現很大危機。他認為政府在這時候應當懸崖勒馬，切勿仍以慣常的「我懂你不懂」的態度行事。如這種態度由政治蔓延至民生、交通、規劃上，香港便真的壽終正寢。

(iv) 他批評平日的交通較周日繁忙之說偏離現實，因此籲請政府提供詳細數據，讓議員和居民了解當局如何得出有關分析。他表示最近成立了名為「跑灣區」(Happybay)的關注組，希望署方參考關注組及其他議員提出的替代方案後，提出切實可行的方案供議會考慮。

98. 主席請部門代表回應議員的提問。

99. 規劃署顧建康先生綜合回應如下：

(i) 城規會在考慮大綱圖的擬議修訂後，同意將有關修訂在本年五月二十四日刊憲。換言之，大綱圖的修訂已具法定效力。根據《城市規劃條例》，由五月二十四日至七月二十四日，任何人士都可以就大綱圖的修訂向城規會秘書處提出申述。收到的申述會按《城市規劃條例》適時公布三星期。在這三星期內，其他公眾人士可就申述提出意見。城規會之後會召開聆聽會，邀請所有提出申述及意見的人士出席，讓他們表達對修訂的意見。如城規會聽取意見後，決定進一步修訂大綱圖，該等修訂會再公布三星期，以便公眾就修訂作進一步申述。整個過程一般在圖則展示期屆滿後九個月內完成。議員可就大綱圖修訂向城規會表達意見。

(ii) 署方向城規會提交擬議修訂時，已一併提交通影響評估報告。該報告及其他相關的技術評估，包括空氣流通評估、景觀評估及視覺評估等均已上載城規會網站供公眾瀏覽。

(iii) 至於有議員詢問可否進一步優化設計，現時提供的只是概念布局，並非詳細設計。今次的大綱圖定下發展框架，即範圍、高度、總樓面面積及需提供的政府及附屬設施等。發展商及建築署日後

會按發展框架擬定詳細設計。

(iv) 有關楊雪盈議員就法院大樓高度的提問，他表示可參考西九龍裁判司署的設計。法院大樓採用較現代的設計，樓底高度相對較高。雖然他手上沒有確實的資料，但據他所知該處地下一層已超過七米高。因此，主水平基準以上135米只是最高的高度限制，法院未必一定盡用這高度，但高度限制須提供這方面的設計彈性，因為法庭的樓底比一般寫字樓的樓底為高。

(v) 至於可否將法院和休憩用地調換位置，建築署在擬訂詳細設計時可考慮。事實上，城規會在考慮大綱圖的擬議修訂時亦曾提出類同的意見。議員在設計上的其他意見都會轉交相關部門跟進。

(vi) 議員所提出的申述和今次區議會會議記錄，都必然會夾附於日後提交城規會的文件。此外，是次文件第4段載述：「就加路連山道發展所帶來的交通影響，議會仍表關注」，可見議會的關注已記錄在有關文件內。

100. 主席請路政署代表回應。

101. 路政署陳偉康先生補充，正如規劃署的同事所說，交通影響評估報告已上載城規會網站供公眾瀏覽。有關報告介紹路口改善措施，解釋怎樣預測於二零三一年的交通流量，並載列透過交通電腦模型得出的路口剩餘容車量。他續表示，報告不會詳列所有經電腦計算的數據，但會列出最主要的數據，如酒店、辦公室、零售將產生的車流。

102. 主席請顧問公司代表回應。

103. 艾奕康黃韻婷女士補充，有關交通流量調查於二零一七年三月九日及十日進行。

104. 主席表示，換言之，該調查是在兩年多前進行。主席續詢問，運輸署代表有沒有意見。

105. 運輸署黎聲泉先生回應，有關搬遷專線小巴站的建議，現時尚未有定案。署方會研究是否將蘭芳道的小巴站遷到加路連山道，抑或是設立中途站，以應付社區需求。他保證，在採納任何方案之前，定會先徵詢區議會的意見，並會考慮乘客的乘車習慣及市民的意見。

106. 主席詢問警方有沒有什麼評論，例如在大球場舉辦活動時，會否因實施某些措施而對交通造成更大影響。

107. 警方謝國偉先生回應，警方會因應在大球場舉行的活動的出席人數，將活動分為A、B、C、D或E級，然後再按級別實施封路措施。舉例來說，在七人欖球賽舉行期間，因出席人數眾多，警方會將整條東院道和加路連山道改為單向車流。到散場時，兩條道路會完全封閉，方便市民離開。

108. 主席表示，剛才政府部門代表已回應議員的提問和意見。本來就這議題只有兩輪發言，但由於當中牽涉很多備受關注的問題，因此他決定再多給一點時間讓議員發言。但由於這議題的討論已遠遠超出原訂時限，主席請議員的發言盡量簡短。

109. 楊雪盈議員提出以下意見：

(i) 她指出多數人都知悉城規會有邀請公眾提交申述，反而想知道署方出席區議會會議的意義。署方上次來到議會諮詢時，議員已指出有關方案將帶來很多問題，因此促請署方完全撤回方案，不要提交城規會。結果署方照樣把方案提交城規會，繼而刊憲。署方聲稱聽取議會的意見，但回去後卻一意孤行。如今方案已經刊憲，即使議會提出意見，也不能再改。她不明白始作俑者的規劃署，今天到來有何目的。署方根本可以繞過議會，不理市民和議員的意見，繼續完成整個審批

程序。

(ii) 她表示當然知道西九龍裁判司署的大堂樓底比較高，但她認為不可能每一層的高度也需10幾米。如果真有此需要，她請署方提供數據說服議會。如法院大樓每一層的高度也需10多米，周邊的居民便得承受日照和通風的影響。

(iii) 她知道城規會傾向依照政府的方向行事，而且議會亦無權要求城規會否決方案。她建議在動議中，強烈要求始作俑者的規劃署考慮清楚，即使城規會通過了方案，政府是否真的要如此發展該用地。署方如能撤回方案，不再提交城規會，她表示非常歡迎；否則，她認為署方必須提出理據說服眾多反對有關發展方案的議員。

110. 李均頤議員提出以下意見和提問：

(i) 她詢問運輸署禮頓道及高士威道最近的交通流量是否有所減少。她指出交通流量不斷轉變，因此認為運輸署只在二零一七年三月九日和十日進行交通流量調查，涵蓋的日數實在太少，所得的數據難免偏頗。她表示她亦曾就其選區的路口進行交通流量調查，通常都會收集三至四日的數據，然後才提交運輸署考慮。

(ii) 她詢問顧問公司怎樣才屬可接受程度、怎樣得出15%的容車量，以及怎樣設定有關參數。她指出慢車和擠塞至完全停車各有分別，並詢問慢車至什麼程度才屬不能接受。

(iii) 有關公共交通配套方面，她認為運輸署提供的數據資訊系統不足。她指出有些流動應用程式可讓駕駛者知道哪裏塞車，使駕駛者能及早轉行其他道路，以節省駕駛時間。

(iv) 有關公共交通方面，她詢問未來會有什麼公共路線以配合區內整體交通狀況。

111. 周潔冰博士提出以下意見：

(i) 她指出加路連山道用地是區內唯一一個大型地盤，因此應該整體地規劃該用地，但署方有關工作卻非常倉卒，而且建議的規劃會大大改變該處的面貌。

(ii) 她指出加路連山道用地是區內僅存的一幅地，因此政府必須仔細研究，是否應以發展商業為重點，還是應履行對社區的承擔，在該處設置區內缺乏的社區設施，例如文娛中心或長者設施等。

(iii) 她批評二零一七年的交通影響評估當然不能反映現況，並指出現時中央圖書館對出每日都出現長長的車龍。她認為加路連山道用地這樣大型的發展會導致周遭地方大塞車，因此署方必須加倍認真，進行準確的交通影響評估。

112. 李文龍議員提出以下意見：

(i) 他認為既然文件已經刊憲，具有法定效力，那麼規劃署今天到來，把文件提交議會，又有何用。他對規劃署此舉感到莫名其妙。

(ii) 他批評運輸署竟然接受顧問公司兩年前進行的交通影響評估報告，實在非常離譜。他表示今時今日，車龍已由灣仔塞至真光中學後面。他質疑顧問公司最近有沒有實地視察區內的交通，並批評政府竟然照樣支付顧問費。

113. 伍婉婷議員提出以下意見和提問：

(i) 她認為規劃署如此急於求成，實屬不智。最近社

會的紛擾，正是由於政府有關工作過於倉卒。她指出署方今年三月、五月、七月頻頻來議會諮詢，可是過去十年卻從沒向議會交代有關發展。

(ii) 她驚聞有關交通影響評估竟然是於二零一七年進行。她指出，於二零一七年，利園三期尚未落成；渣甸街起碼有三座樓宇還是唐樓；私家車的數目亦沒有今天這麼多；邊寧頓街街尾有兩座樓宇尚未入伙。與二零一七年比較，今天加路連山道周邊一帶的交通已起了很大的變化。

(iii) 她認為雖然署方向城規會反映議會的意見時，並無扭曲議會的意見，但卻沒有傳達議會所有意見。署方在文件中提到因應議會的意見設立地區康健中心和幼兒中心，但對於議員的擔憂和反對，卻隻字不提。她指出有些議員於七月二十四日申述截止之前在區內舉行諮詢會，以便直接向城規會反映意見。這是因為署方既沒有主動和坦誠地與議會溝通，也未能有效反映議會的意見。

(iv) 由於在有關用地上設立法院大樓，署方必須進一步評估交通及保安需要。例如法院有時會在假日開庭，有時又有囚車出入。這些情況都會影響周邊的交通安排。她詢問如周邊舉行大型活動，而碰巧法院有上述特別需要，署方會實施什麼交通安排。

114. 林偉文議員提出以下意見和提問：

(i) 他指出這麼大型的項目，其交通影響評估竟然只涵蓋兩天，以兩天的評估來證明不會造成交通擠塞，實在非常離譜和敷衍。

(ii) 署方的設計框架包括興建商業大廈，但居民反對的正正是興建商業大廈。他反問，有誰會喜歡自己的樓宇被對面兩幢商業大廈遮擋。他要求署方

不要把有關方案提交城規會，否則再多諮詢也沒意思。

115. 鍾嘉敏議員表示，有關發展項目如此大型，但署方只在二零一七年三月進行了兩次車流統計，當時還沒有保良局、希雲街、禮頓道8號和大球場等重建項目。她指斥署方提供假數據、舊數據來欺騙議會，並要求署方重新進行更正統、深入和廣泛的交通影響評估，以提供最新的資料。

116. 謝偉俊議員提出以下意見和提問：

(i) 他指出有關交通影響評估於兩年前進行，但兩年間交通情況可以變化很大。此外，該評估只涵蓋短短兩天，以兩天的情況作為指標並不足夠。

(ii) 他表示一向重視平衡社區及香港的整體需要，從不主張「各家自掃門前雪」。可是，灣仔區的交通問題早已是不治之症，若不好好處理，病情會更加嚴重。他認為署方仍可按一貫程序行事，未必一定要撤回方案。不過，他詢問，在居民和議會一遍反對聲音之下，即使日後通過了方案，仍有沒有空間修訂有關建議，例如把兩座商業大廈改為一座，以騰出多些空間提供公園設施，從而使區內的面貌不會急速改變。他指出社會當下正面對矛盾和爭議，他籲請署方從專業角度，在照顧社區的關注和推動香港向前發展之間求取恰當的平衡。

117. 主席詢問政府部門代表有沒有回應。

118. 規劃署顧建康先生回應如下：

(i) 城規會現正接受公眾就大綱圖的修訂提出申述。經考慮所有收到的申述後，城規會可進一步修訂大綱圖。換言之，對城規會來說，大綱圖仍可改動，但當然必須有充分理據。

(ii) 他表示作為政府部門，規劃署一直致力與區議會緊密合作，而且在處理修訂大綱圖時，署方需要按既定機制諮詢區議會的意見。他解釋，署方上兩次來到議會，是向議員介紹大綱圖的擬議修訂及加路連山道用地的發展。之後署方因應議會的意見，在加路連山道用地的發展內加入社區康健中心和幼兒中心。城規會其後同意把大綱圖刊憲，署方於是在今天到來向議員介紹大綱圖的修訂，並邀請議員就修訂發表意見。署方會把議會的意見轉達城規會考慮。

119. 路政署陳偉康先生解釋，顧問公司於二零一七年三月九日及十日在最主要的路口進行交通調查。但交通模型的年份則是二零三一年，即預計有關發展於二零二六年落成，然後再加五年。由二零一七至二零三一年，每年加0.1 %。此外，已知的發展如保良局、渣甸街發展所產生的流量，亦已包括在內。

120. 楊雪盈議員指出，交通評估所用的預計樓面面積並不正確。二零一七年的方案與最終交給城規會的方案並不相同，因此，按二零一七年的方案進行的交通影響評估並不合用。

121. 路政署陳偉康先生澄清，交通影響評估是建基於規劃署所提供的最新樓面面積，而不是二零一七年的樓面面積。顧問公司只是於二零一七年到主要路口進行交通調查。

122. 主席表示，二零一七與二零一九年相距兩年，其間已增建很多建築物，車流量亦應有所改變。

123. 與會者再無補充，主席請謝偉俊議員宣讀書面動議。

124. 謝偉俊議員表示，他提出的動議得到李碧儀議員、李文龍議員和林偉文議員和議，而動議內容如下：「灣仔區議會強烈反對政府現行提出的銅鑼灣交通改善及加路連山道前機電工程署大樓改作商業用地的規劃方案。由於現行的方案於

交通配套、環境及景觀、可建築樓面面積都存有很大的爭議，對區內居民造成嚴重的影響。灣仔區議會要求政府必須加入社區設施、文娛中心及公共綠化空間的元素，並擬定一個更切合當地居民需要的新方案，而任何新方案必須先提交灣仔區議會作討論，獲得通過後方能提交至規劃署及城市規劃委員會」。

125. 鄭其建議員表示，對第二段的動議內容並無意見；但是第一段提到「反對改作商業用地的規劃方案」，對此他表示有保留。他指出，眾所周知，香港現時的確缺乏車位、住宅、寫字樓。如果不增加供應，便無法解決這些短缺問題。其次，灣仔有很多老舊問題，如不改劃一些地方，那些老問題根本無法解決。舉例來說，如不把法院遷往加路連山道，灣仔三座政府大樓便會原封不動，興建行人天橋、搬遷美沙酮中心的計劃亦會隨之告吹。他認為在權衡利害關係後，興建寫字樓總比興建住宅好。因此，鄭議員表示反對有關動議。

126. 謝偉俊議員澄清，他們是反對現行方案，而非反對有關方案包括商業元素。

127. 鄭其建議員認為，動議的字眼容易使人誤解議會反對用地用作商業用途，他建議修訂有關字眼。

128. 謝偉俊議員重申，他們動議反對現行方案，而非反對把有關用地作商業用途或法院用途。他請鄭其建議員細閱動議，以免在誤解下投票。

129. 楊雪盈議員表示，從問卷的意見得知，居民的立場跟動議內容一致。此外，她認為審議這方案是非常慘痛的經歷。議會早於二零一六年開始關注加路連山道用地的發展，並曾要求規劃署在未刊憲前，完全撤回有關方案，可惜當時未獲區議會全體支持。可是，署方一直一意孤行，繼續把方案提交城規會，而沒有進行公眾諮詢。因此，她希望這動議可引起城規會和規劃署的注意，促使署方檢討整個過程，探討為何議會要到刊憲之後，才能以根本沒有法定效力的動議表示反對。

130. 主席請議員就動議舉手表決，表決結果如下：

贊成： 12票 (吳錦津議員、周潔冰博士、伍婉婷議員、李文龍議員、李均頤議員、李碧儀議員、林偉文議員、黃宏泰議員、楊雪盈議員、鄭琴淵博士、鍾嘉敏議員、謝偉俊議員)

反對： 1票 (鄭其建議員)

131. 主席宣布動議獲得通過。

132. 主席請各政府部門及機構代表備悉議員的意見，並感謝他們出席會議。

(林偉文議員和鄭其建議員於下午6時15分離席，周潔冰博士於下午6時19分離席。)

第 5 項： 灣仔區的滅鼠防鼠工作
(灣仔區議會文件第 56/2019 號、57/2019 號及 58/2019 號)

133. 主席歡迎食物環境衞生署(食環署)鼠類風險評估及諮詢小組主管張家潤先生及路政署區域工程師(灣仔區)陳啟賢先生出席是次會議。

134. 主席表示，鑒於本港自去年錄得幾宗人類感染大鼠戊型肝炎個案，政府已於五月二十日起展開為期三個月的全城清潔大行動，針對衞生黑點和重點範疇，加強滅鼠及防鼠工作。由於區議會素來非常關注區內的環境衞生情況，因此他特別邀請相關部門代表出席今天的會議，向區議會匯報區內的滅鼠及防鼠工作，以及有關公眾宣傳教育的措施。主席請議員參閱食環署、路政署及地政總署提交的書面回覆，並請部門代表向議員簡介部門於灣仔區的滅鼠及防鼠工作。

135. 食環署劉志強先生簡介如下：

有關《黃泥涌分區計劃大綱草圖編號 S/H7/20》的申述人名單

申述編號	「申述人」名稱
TPB/R/S/H7/20-1	Lai Wing Sze
TPB/R/S/H7/20-2	Dora Chan
TPB/R/S/H7/20-3	Mr. Lau Chun Kit
TPB/R/S/H7/20-4	Lai Wing Sze
TPB/R/S/H7/20-5	Chan Lai Fan Dora
TPB/R/S/H7/20-6	Hysan Development Projects Limited
TPB/R/S/H7/20-7	蘭文芸
TPB/R/S/H7/20-8	Chan Sze Hung
TPB/R/S/H7/20-9	黎明基
TPB/R/S/H7/20-10	黎錫洪
TPB/R/S/H7/20-11	伍婉婷 Ng Yuen Tin, Yolanda
TPB/R/S/H7/20-12	謝偉俊
TPB/R/S/H7/20-13	楊雪盈 Clarisse Yeung
TPB/R/S/H7/20-14	香港希雲街十三號至十五號 A 業主立案法團 The Incorporated Owners of 13-15A, Haven Street, Hong Kong
TPB/R/S/H7/20-15	香港希雲街十七號至十九號 A 業主立案法團 The Incorporated Owners of 17-19A, Haven Street, Hong Kong
TPB/R/S/H7/20-16	禮信大廈業主立案法團 The Incorporated Owners of Lei Shun Court
TPB/R/S/H7/20-17	Caroline Hill Planning Concern Group
TPB/R/S/H7/20-18	香港加路連山道 13，13A，15 及 15A 號業主立案法團 The Incorporated Owners of No. 13, 13A, 15 & 15A Caroline Hill Road, Hong Kong
TPB/R/S/H7/20-19	The Owners Corporation Committee of Tai Hang Terrace
TPB/R/S/H7/20-20	The Owners Corporation Committee of Park

申述編號	「申述人」名稱
	Garden, Tai Hang Drive
TPB/R/S/H7/20-21	The Owners Corporation Committee of Wing On Towers
TPB/R/S/H7/20-22	The Owners Corporation Committee of Butler Towers
TPB/R/S/H7/20-23	The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)
TPB/R/S/H7/20-24	Jardine's Lookout Concern Group
TPB/R/S/H7/20-25	The Owners Corporation Committee of Cavendish Heights (Block 8)
TPB/R/S/H7/20-26	Hui Ming Chun Cindy
TPB/R/S/H7/20-27	加路連花園業主委員會委員 Caroline Garden OC Committees
TPB/R/S/H7/20-28	Residents of Jardine's Lookout
TPB/R/S/H7/20-29	The Owners Corporation Committee of Linden Height
TPB/R/S/H7/20-30	The Owners Corporation Committee of Flora Garden
TPB/R/S/H7/20-31	比華利山業主立案法團 The Incorporated Owners of Beverly Hill
TPB/R/S/H7/20-32	大坑關注社 (夾附 570 個簽名) Tai Hang Concern Association (with 570 signatures enclosed)
TPB/R/S/H7/20-33	Best Epoch Holdings Limited
TPB/R/S/H7/20-34	Mary Mulvihill
TPB/R/S/H7/20-35	博匯 Doctoral Exchange
TPB/R/S/H7/20-36	余淑芬
TPB/R/S/H7/20-37	陳漪蕾
TPB/R/S/H7/20-38	鍾朗豐
TPB/R/S/H7/20-39	李凱雯
TPB/R/S/H7/20-40	林穎

申述編號	「申述人」名稱
TPB/R/S/H7/20-41	黃毓翔
TPB/R/S/H7/20-42	龍麗斯
TPB/R/S/H7/20-43	馮詩嘉
TPB/R/S/H7/20-44	Christie Chong
TPB/R/S/H7/20-45	Chan Yat Sun
TPB/R/S/H7/20-46	Leung Shuk Han, Daisy
TPB/R/S/H7/20-47	Cheng Yin Tai
TPB/R/S/H7/20-48	Lee Tsz Kiu
TPB/R/S/H7/20-49	Sukie Lau
TPB/R/S/H7/20-50	唐滓梆
TPB/R/S/H7/20-51	黃嘉倫
TPB/R/S/H7/20-52	黃文威
TPB/R/S/H7/20-53	陳文蔡
TPB/R/S/H7/20-54	周稷
TPB/R/S/H7/20-55	鄭志明
TPB/R/S/H7/20-56	鍾長玲
TPB/R/S/H7/20-57	蔡發
TPB/R/S/H7/20-58	李紅
TPB/R/S/H7/20-59	馮海蓮
TPB/R/S/H7/20-60	何兆佳
TPB/R/S/H7/20-61	何伊詠
TPB/R/S/H7/20-62	何雄偉
TPB/R/S/H7/20-63	葛子祥
TPB/R/S/H7/20-64	郭建合
TPB/R/S/H7/20-65	郭麗娥
TPB/R/S/H7/20-66	林家杰
TPB/R/S/H7/20-67	梁仲子
TPB/R/S/H7/20-68	梁錦泉
TPB/R/S/H7/20-69	梁堯燦
TPB/R/S/H7/20-70	梁興寧
TPB/R/S/H7/20-71	龍小燕
TPB/R/S/H7/20-72	王國泰
TPB/R/S/H7/20-73	黃鳳清
TPB/R/S/H7/20-74	楊來琼
TPB/R/S/H7/20-75	余家烈
TPB/R/S/H7/20-76	姚惠良
TPB/R/S/H7/20-77	秦樹雲
TPB/R/S/H7/20-78	薛標英
TPB/R/S/H7/20-79	Cheung Tik Sang
TPB/R/S/H7/20-80	Chu Kin San
TPB/R/S/H7/20-81	Kong Chi Fung
TPB/R/S/H7/20-82	Kwok Chiu Ming

申述編號	「申述人」名稱
TPB/R/S/H7/20-83	L. Y. Weng
TPB/R/S/H7/20-84	Tang Wing Yin
TPB/R/S/H7/20-85	鄭佩珣
TPB/R/S/H7/20-86	Lee Chi Yan,Conrad
TPB/R/S/H7/20-87	Aliana Leung
TPB/R/S/H7/20-88	Alice Poon
TPB/R/S/H7/20-89	朱國懷
TPB/R/S/H7/20-90	Lui Hiu Hung
TPB/R/S/H7/20-91	Chu Kam Yiu
TPB/R/S/H7/20-92	高瑞芳
TPB/R/S/H7/20-93	Tam Yiu Cho
TPB/R/S/H7/20-94	陳慶豐
TPB/R/S/H7/20-95	王佩嫻
TPB/R/S/H7/20-96	Ho Pui Sin
TPB/R/S/H7/20-97	Paul Yuen
TPB/R/S/H7/20-98	Tam Wai Man Iris
TPB/R/S/H7/20-99	Tsui Wai Ming
TPB/R/S/H7/20-100	Mariposa A. Gonyon
TPB/R/S/H7/20-101	Chan Kin Yip Louis
TPB/R/S/H7/20-102	Jeremy Robert Kuo
TPB/R/S/H7/20-103	Sit Wei Bing
TPB/R/S/H7/20-104	張瑞芬
TPB/R/S/H7/20-105	劉陳淑華
TPB/R/S/H7/20-106	唐海通
TPB/R/S/H7/20-107	黃子軍
TPB/R/S/H7/20-108	李國強
TPB/R/S/H7/20-109	Sheila Wong
TPB/R/S/H7/20-110	Charles Lee
TPB/R/S/H7/20-111	Eunice Lee
TPB/R/S/H7/20-112	Leung So Ching
TPB/R/S/H7/20-113	Janet Ma
TPB/R/S/H7/20-114	Chan MY Annie
TPB/R/S/H7/20-115	Ho Liu Kit Fan, Anna V.
TPB/R/S/H7/20-116	林燕嫻
TPB/R/S/H7/20-117	Cheung Chak Man
TPB/R/S/H7/20-118	Chu Sue Fun
TPB/R/S/H7/20-119	Fu Yuk King
TPB/R/S/H7/20-120	Lam Chung Lun
TPB/R/S/H7/20-121	Ma Chan Chi
TPB/R/S/H7/20-122	Ma Pui Ying
TPB/R/S/H7/20-123	Tang Kwok Wah
TPB/R/S/H7/20-124	Woo Lui Lui Christine
TPB/R/S/H7/20-125	陳柏林

申述編號	「申述人」名稱
TPB/R/S/H7/20-126	陳秀欣
TPB/R/S/H7/20-127	蔡炳權
TPB/R/S/H7/20-128	何偉雄
TPB/R/S/H7/20-129	何盛慕嫦
TPB/R/S/H7/20-130	蒲沛亮
TPB/R/S/H7/20-131	黃詠棠
TPB/R/S/H7/20-132	Cheng Kit Yee Eleanor
TPB/R/S/H7/20-133	Lung Justin
TPB/R/S/H7/20-134	Ramon Lo
TPB/R/S/H7/20-135	Chau So Wah
TPB/R/S/H7/20-136	Lee Kin Man
TPB/R/S/H7/20-137	Ng Ngar Lee Julia
TPB/R/S/H7/20-138	Wong Man Wai Ester
TPB/R/S/H7/20-139	關兆權
TPB/R/S/H7/20-140	萬玉鳴
TPB/R/S/H7/20-141	Lin Poon Yui Fong
TPB/R/S/H7/20-142	杜明
TPB/R/S/H7/20-143	翁芳玲
TPB/R/S/H7/20-144	Pang Sui Sun Connie
TPB/R/S/H7/20-145	陳嘉佑
TPB/R/S/H7/20-146	陳昌榮
TPB/R/S/H7/20-147	Siaw Kee Hock
TPB/R/S/H7/20-148	譚國樑
TPB/R/S/H7/20-149	Poon Kwok Cheung
TPB/R/S/H7/20-150	Lam Peggy Yuet Ying
TPB/R/S/H7/20-151	何瑪英
TPB/R/S/H7/20-152	Chan Chui Kwan
TPB/R/S/H7/20-153	Tai Lok Ho
TPB/R/S/H7/20-154	Tai Tat Keung
TPB/R/S/H7/20-155	Tam Ching Ting
TPB/R/S/H7/20-156	Tam Chi Yin Simon
TPB/R/S/H7/20-157	Henry Shek
TPB/R/S/H7/20-158	Wong Wai Mei
TPB/R/S/H7/20-159	Tam Wing Yu
TPB/R/S/H7/20-160	Li Kin Kay Thomas
TPB/R/S/H7/20-161	Ma Hoi Yee
TPB/R/S/H7/20-162	陳栢熙
TPB/R/S/H7/20-163	陳惠中
TPB/R/S/H7/20-164	趙民娟
TPB/R/S/H7/20-165	劉梅芳
TPB/R/S/H7/20-166	吳冠豪
TPB/R/S/H7/20-167	彭文卿
TPB/R/S/H7/20-168	談慧敏

申述編號	「申述人」名稱
TPB/R/S/H7/20-169	Angel Lee
TPB/R/S/H7/20-170	Lai Bo Cheong
TPB/R/S/H7/20-171	Danny Tsang
TPB/R/S/H7/20-172	陳嘉倫
TPB/R/S/H7/20-173	張心蕙
TPB/R/S/H7/20-174	熊余煒華
TPB/R/S/H7/20-175	熊宏良
TPB/R/S/H7/20-176	羅少沾
TPB/R/S/H7/20-177	薛樹仁
TPB/R/S/H7/20-178	Chan Chun Kit
TPB/R/S/H7/20-179	Dennis Fung
TPB/R/S/H7/20-180	Ho Kit Ling 何潔玲
TPB/R/S/H7/20-181	Lam Pik Ha Eliza
TPB/R/S/H7/20-182	Shirley Cheng
TPB/R/S/H7/20-183	Chan Natalie Ellen
TPB/R/S/H7/20-184	陳文光 Chan Man Kwong
TPB/R/S/H7/20-185	陳湛彬
TPB/R/S/H7/20-186	黃林美麗
TPB/R/S/H7/20-187	Tam Chak Chi
TPB/R/S/H7/20-188	Annie Mimi Kam
TPB/R/S/H7/20-189	Lam Sum Chee
TPB/R/S/H7/20-190	Leung Chun Fung, Albert
TPB/R/S/H7/20-191	Au Kin On
TPB/R/S/H7/20-192	Andrew Tang
TPB/R/S/H7/20-193	Chan Yat Ping, Shirley
TPB/R/S/H7/20-194	Cheng Pwee Ling
TPB/R/S/H7/20-195	Cheng Kam Yick
TPB/R/S/H7/20-196	Dorothy Tang
TPB/R/S/H7/20-197	Jocelyn Grace Chan
TPB/R/S/H7/20-198	Ko Lan Fun Betty
TPB/R/S/H7/20-199	Lam Su Yin Joseph
TPB/R/S/H7/20-200	Lee Katie
TPB/R/S/H7/20-201	Ngai Chun Ngor Irene
TPB/R/S/H7/20-202	Dr. Simon Oay, LY 李偉
TPB/R/S/H7/20-203	Wong Pui Yee, Peggy
TPB/R/S/H7/20-204	Yip C. N.
TPB/R/S/H7/20-205	陳偉賢
TPB/R/S/H7/20-206	張家肇
TPB/R/S/H7/20-207	李張小華
TPB/R/S/H7/20-208	李松玲
TPB/R/S/H7/20-209	聞秀鑾
TPB/R/S/H7/20-210	辛樹林
TPB/R/S/H7/20-211	黃金順

申述編號	「申述人」名稱
TPB/R/S/H7/20-212	Leung Shing Tai and Tang Fung Yee
TPB/R/S/H7/20-213	Stella Tse Wai Lan
TPB/R/S/H7/20-214	Chong Yuen Sum
TPB/R/S/H7/20-215	馮愛廉
TPB/R/S/H7/20-216	唐偉邦
TPB/R/S/H7/20-217	Au Man To
TPB/R/S/H7/20-218	Lai Sze Shun
TPB/R/S/H7/20-219	Leung Chun Yee
TPB/R/S/H7/20-220	Leung Chi Ping
TPB/R/S/H7/20-221	Leung Chun Lam
TPB/R/S/H7/20-222	Chan Shing Kai Henry
TPB/R/S/H7/20-223	Lam Ching Yee
TPB/R/S/H7/20-224	Lay Ester
TPB/R/S/H7/20-225	Wong Mo Sze
TPB/R/S/H7/20-226	任少儀
TPB/R/S/H7/20-227	Wu Tin Yuk
TPB/R/S/H7/20-228	Chan Sheung Yan Andrew
TPB/R/S/H7/20-229	Cheng Mei Hang Amelia
TPB/R/S/H7/20-230	Mak Man Yuk Patty
TPB/R/S/H7/20-231	Mak Frederick Kam Wing
TPB/R/S/H7/20-232	Mercedes M. Hidalgo
TPB/R/S/H7/20-233	Daisy Ho
TPB/R/S/H7/20-234	Sherwin Ho
TPB/R/S/H7/20-235	Wong Kit Ying
TPB/R/S/H7/20-236	朱俊傑
TPB/R/S/H7/20-237	朱諾熙
TPB/R/S/H7/20-238	高嫊玲
TPB/R/S/H7/20-239	關偉良
TPB/R/S/H7/20-240	黃蕙卿
TPB/R/S/H7/20-241	Chan Suet Mui
TPB/R/S/H7/20-242	Cheung Yuk Hing Rowena
TPB/R/S/H7/20-243	Michelle Chu
TPB/R/S/H7/20-244	Chun Ping Fai Patrick
TPB/R/S/H7/20-245	Vicky Fok
TPB/R/S/H7/20-246	Ho Chi Ling
TPB/R/S/H7/20-247	Kwan Yee Ching Natalie
TPB/R/S/H7/20-248	Minna Lai
TPB/R/S/H7/20-249	Leung Shu Wah
TPB/R/S/H7/20-250	P. K. Li
TPB/R/S/H7/20-251	Li Foo Chun Jean
TPB/R/S/H7/20-252	See Loi Chun
TPB/R/S/H7/20-253	Maria Sit
TPB/R/S/H7/20-254	Hui Long Kiu Lester

申述編號	「申述人」名稱
TPB/R/S/H7/20-255	Hui Long Man Leslie
TPB/R/S/H7/20-256	Amanda Hui
TPB/R/S/H7/20-257	Eddie Hui
TPB/R/S/H7/20-258	Andrea Yu
TPB/R/S/H7/20-259	Ho Wai Ming, Ellie
TPB/R/S/H7/20-260	Lam Ming Chung, Stephie
TPB/R/S/H7/20-261	Lam Shu Fung, Clayton
TPB/R/S/H7/20-262	Lam Yue Fung, Marcus
TPB/R/S/H7/20-263	Lam Kei Chiu
TPB/R/S/H7/20-264	Tam Ho Chi
TPB/R/S/H7/20-265	Yung Kam Yim
TPB/R/S/H7/20-266	Yee-Tak Chow
TPB/R/S/H7/20-267	陳根源
TPB/R/S/H7/20-268	唐智謙
TPB/R/S/H7/20-269	Chan Wai Yee Cecilia
TPB/R/S/H7/20-270	Tong Wai Man Zarino
TPB/R/S/H7/20-271	Chan Kum Yuen
TPB/R/S/H7/20-272	任碧燕
TPB/R/S/H7/20-273	陳弼鑑
TPB/R/S/H7/20-274	張細妹
TPB/R/S/H7/20-275	梁鳳開
TPB/R/S/H7/20-276	佘順禮
TPB/R/S/H7/20-277	Tsang Sui Cheong
TPB/R/S/H7/20-278	Chan Man Fai
TPB/R/S/H7/20-279	Lau Yee Lam
TPB/R/S/H7/20-280	Ngan Hon Ching
TPB/R/S/H7/20-281	Albert Shu
TPB/R/S/H7/20-282	Liza Lee
TPB/R/S/H7/20-283	何耀垣
TPB/R/S/H7/20-284	李浩輝
TPB/R/S/H7/20-285	Chan Chi Tong
TPB/R/S/H7/20-286	Ho Shing Yan
TPB/R/S/H7/20-287	Po Wing Kay Winky
TPB/R/S/H7/20-288	Roger So
TPB/R/S/H7/20-289	Wong Wing
TPB/R/S/H7/20-290	張鳳娥
TPB/R/S/H7/20-291	黃一鳴
TPB/R/S/H7/20-292	黃博傑
TPB/R/S/H7/20-293	余德惠
TPB/R/S/H7/20-294	Yee Jia Qiao Julian
TPB/R/S/H7/20-295	Chow Yuen
TPB/R/S/H7/20-296	Subiatun
TPB/R/S/H7/20-297	Wong William

申述編號	「申述人」名稱
TPB/R/S/H7/20-298	Yao Pin Fang
TPB/R/S/H7/20-299	Leung King Wai
TPB/R/S/H7/20-300	梁雪盈
TPB/R/S/H7/20-301	Ling Suk Fan
TPB/R/S/H7/20-302	Lai Yiu Fai
TPB/R/S/H7/20-303	周仲文
TPB/R/S/H7/20-304	Kwok Shiu Ling
TPB/R/S/H7/20-305	Mary Lee
TPB/R/S/H7/20-306	Chan Chi Hung Wesley
TPB/R/S/H7/20-307	Chan Yuk Ching
TPB/R/S/H7/20-308	Chan Ling Hoi
TPB/R/S/H7/20-309	Sharene Mak
TPB/R/S/H7/20-310	Chan Chiu Wing
TPB/R/S/H7/20-311	Chan Ching Yee
TPB/R/S/H7/20-312	彭郁榮
TPB/R/S/H7/20-313	Chan Man Tuen Irene
TPB/R/S/H7/20-314	Christina Chan
TPB/R/S/H7/20-315	L W Ting
TPB/R/S/H7/20-316	Cheng Beatrice
TPB/R/S/H7/20-317	林漢銘
TPB/R/S/H7/20-318	陳嘉信
TPB/R/S/H7/20-319	鄭雪兒
TPB/R/S/H7/20-320	譚達荣
TPB/R/S/H7/20-321	宋若蘊
TPB/R/S/H7/20-322	何碧珊
TPB/R/S/H7/20-323	Chan King Chi
TPB/R/S/H7/20-324	Anna Cheung
TPB/R/S/H7/20-325	Johnny Wei
TPB/R/S/H7/20-326	黃惠娜
TPB/R/S/H7/20-327	霍新基
TPB/R/S/H7/20-328	雷綺雯
TPB/R/S/H7/20-329	江碟珍
TPB/R/S/H7/20-330	王皓昕
TPB/R/S/H7/20-331	王志龍
TPB/R/S/H7/20-332	Cheung Lai Kuen Hermia
TPB/R/S/H7/20-333	Wong Ho Ching Alex
TPB/R/S/H7/20-334	Chen Yeung Michelle
TPB/R/S/H7/20-335	Flora Fan
TPB/R/S/H7/20-336	Annie Wong
TPB/R/S/H7/20-337	區月姬
TPB/R/S/H7/20-338	朱慶
TPB/R/S/H7/20-339	Mr Ho Hok Fai
TPB/R/S/H7/20-340	Albert Wong

申述編號	「申述人」名稱
TPB/R/S/H7/20-341	馬佩貞
TPB/R/S/H7/20-342	Amanda Li King Sze
TPB/R/S/H7/20-343	Tiffany Wei
TPB/R/S/H7/20-344	Lai Kam Cheung
TPB/R/S/H7/20-345	Pow Siu Chuen
TPB/R/S/H7/20-346	何穗祺
TPB/R/S/H7/20-347	鄭珊德
TPB/R/S/H7/20-348	Eddy Lau
TPB/R/S/H7/20-349	羅明德
TPB/R/S/H7/20-350	Siu Chin Pang
TPB/R/S/H7/20-351	Wong Yuet May Yumi
TPB/R/S/H7/20-352	Cheung Kam To
TPB/R/S/H7/20-353	Yuen Fung Ping
TPB/R/S/H7/20-354	Cheng Chi Huen
TPB/R/S/H7/20-355	鄭秀梅
TPB/R/S/H7/20-356	Wong Lai Fong
TPB/R/S/H7/20-357	Chow Wing Sun
TPB/R/S/H7/20-358	黃嘉麗
TPB/R/S/H7/20-359	張倩欣
TPB/R/S/H7/20-360	梁東海
TPB/R/S/H7/20-361	Lo Suet Ying
TPB/R/S/H7/20-362	Au Man To
TPB/R/S/H7/20-363	Chan Kit Wang
TPB/R/S/H7/20-364	Chan Chi Wai
TPB/R/S/H7/20-365	Lui Chun Chun
TPB/R/S/H7/20-366	范偉
TPB/R/S/H7/20-367	Fung Ho San
TPB/R/S/H7/20-368	Fung Ping Hung
TPB/R/S/H7/20-369	Fu Kam Wing Raymond
TPB/R/S/H7/20-370	張惠賢
TPB/R/S/H7/20-371	魏承思
TPB/R/S/H7/20-372	郭明珠
TPB/R/S/H7/20-373	Wong Lai Sze
TPB/R/S/H7/20-374	Chan Yuk Lam
TPB/R/S/H7/20-375	Mossip Mark S
TPB/R/S/H7/20-376	You Lingqin
TPB/R/S/H7/20-377	Yau Man Shan Cathy
TPB/R/S/H7/20-378	Chen Ruohong
TPB/R/S/H7/20-379	Greaves William David
TPB/R/S/H7/20-380	Tam Sin Yee Diana
TPB/R/S/H7/20-381	Wang Hoi
TPB/R/S/H7/20-382	陳正豪
TPB/R/S/H7/20-383	陳正斌

申述編號	「申述人」名稱
TPB/R/S/H7/20-384	黃諾希
TPB/R/S/H7/20-385	Divya Vaze
TPB/R/S/H7/20-386	Chan Yuen
TPB/R/S/H7/20-387	Chan Yin Wan
TPB/R/S/H7/20-388	Chan Ka Pang
TPB/R/S/H7/20-389	Labasan Eden Bino
TPB/R/S/H7/20-390	Tai Fai Kee
TPB/R/S/H7/20-391	Tang Hay Tung Genevieve
TPB/R/S/H7/20-392	Wong Mo Sze
TPB/R/S/H7/20-393	Cheng Wai Yee
TPB/R/S/H7/20-394	Leung Su Wing Connie
TPB/R/S/H7/20-395	LEE SHEK YAN TERESA
TPB/R/S/H7/20-396	Chan Wai Wing Helen
TPB/R/S/H7/20-397	Tang Lai Mui
TPB/R/S/H7/20-398	NG SUI WONG
TPB/R/S/H7/20-399	Chan Hiu Yin Yvonne
TPB/R/S/H7/20-400	KWAN KING HONG ALBERT
TPB/R/S/H7/20-401	Steven William Gordon
TPB/R/S/H7/20-403	Chan Kin Man
TPB/R/S/H7/20-404	Ho Man Man Lucretia
TPB/R/S/H7/20-405	Fong Ting Nikita
TPB/R/S/H7/20-406	Vivian Lau
TPB/R/S/H7/20-408	Leung Chi Man
TPB/R/S/H7/20-409	LAU CHUN YAT JOSEPH
TPB/R/S/H7/20-410	LI WAI MAN
TPB/R/S/H7/20-411	Ko, Tinny
TPB/R/S/H7/20-412	Kwong Pong Woon
TPB/R/S/H7/20-413	CHIU WAI KIN KEN
TPB/R/S/H7/20-414	Lau Hon Wai
TPB/R/S/H7/20-415	CHENG Wan Yuk Margaret
TPB/R/S/H7/20-416	Tang Sung Hin
TPB/R/S/H7/20-417	WONG CHI HO
TPB/R/S/H7/20-418	Lau Elizabeth Yuen Shan
TPB/R/S/H7/20-419	Yuen Paul
TPB/R/S/H7/20-420	Lucy Chen
TPB/R/S/H7/20-421	HOLLAND, Trevor Alan
TPB/R/S/H7/20-422	So Wai Yeung Eric
TPB/R/S/H7/20-423	FUNG KA KEUNG DANIEL
TPB/R/S/H7/20-424	Fung Kwok Chung Raymond
TPB/R/S/H7/20-427	SO TIN WAI KYNA
TPB/R/S/H7/20-428	Clementine Lee

申述編號	「申述人」名稱
TPB/R/S/H7/20-429	Sy Miu Kuen
TPB/R/S/H7/20-430	LI SHAU YIN
TPB/R/S/H7/20-431	Chan Wai Yee
TPB/R/S/H7/20-432	Kwan Ho Ching Christy
TPB/R/S/H7/20-433	Mary Ostrover
TPB/R/S/H7/20-434	Chen Sung Kai
TPB/R/S/H7/20-435	Tse Wing Han
TPB/R/S/H7/20-436	Davies Donald Robert
TPB/R/S/H7/20-437	Siu Wan Chi
TPB/R/S/H7/20-438	LAU PAK SHING
TPB/R/S/H7/20-439	鄭惠儀
TPB/R/S/H7/20-440	繆少琴
TPB/R/S/H7/20-441	Florence Sophia Huibonhoa
TPB/R/S/H7/20-442	Kan Wai Him Vincent
TPB/R/S/H7/20-443	Chung Timothy Che Ya
TPB/R/S/H7/20-444	Chau Yuk Chi
TPB/R/S/H7/20-445	Wong Wai Leung
TPB/R/S/H7/20-446	Wong Hin Chit
TPB/R/S/H7/20-447	Yeung Leung Yim Kin Jacqueline
TPB/R/S/H7/20-448	Kwok Pak Yu Steven
TPB/R/S/H7/20-449	Chan Mei Sang Pauline
TPB/R/S/H7/20-450	Au Chi Lap
TPB/R/S/H7/20-451	Karen Yeung
TPB/R/S/H7/20-452	Ko Laam
TPB/R/S/H7/20-453	Tin Ying Kit Allen
TPB/R/S/H7/20-454	Tsang Yiu Keung
TPB/R/S/H7/20-455	Lam Lok Yee
TPB/R/S/H7/20-456	Lam On Yee
TPB/R/S/H7/20-457	Lam Lap Fung
TPB/R/S/H7/20-458	Lam Kit Ling
TPB/R/S/H7/20-459	Wong Kieu Cleo
TPB/R/S/H7/20-460	NG MAU YUEN ERIC
TPB/R/S/H7/20-461	Chan Chun Hung Vincent
TPB/R/S/H7/20-462	Yip William John
TPB/R/S/H7/20-463	Tam Yin Ki Sharon
TPB/R/S/H7/20-464	Ranee Jhamatmal Khubchandani
TPB/R/S/H7/20-465	Yu Prima
TPB/R/S/H7/20-466	Chan Mun Ling Jennifer
TPB/R/S/H7/20-467	Chan Tsz Ying
TPB/R/S/H7/20-468	Li Chun Yin
TPB/R/S/H7/20-469	Carrie Yeung
TPB/R/S/H7/20-470	Stather Ruth Meiling

申述編號	「申述人」名稱
TPB/R/S/H7/20-471	NG KAI MAN CARMEN
TPB/R/S/H7/20-472	Cheung Sin Ying
TPB/R/S/H7/20-473	鄧建達
TPB/R/S/H7/20-474	Cheuk, Athena
TPB/R/S/H7/20-475	Chan Ho Mo
TPB/R/S/H7/20-476	Chan Chan Yuen Ha
TPB/R/S/H7/20-477	Law Chi Yin Cynthia
TPB/R/S/H7/20-478	Ma Wing Yin Janice
TPB/R/S/H7/20-479	Ng Yee Fong
TPB/R/S/H7/20-480	盧耀華
TPB/R/S/H7/20-481	Duangmala Boontham
TPB/R/S/H7/20-483	Yeung Wing Kwong
TPB/R/S/H7/20-484	Roger Wai Kit Lau
TPB/R/S/H7/20-485	Lam Tat Wing
TPB/R/S/H7/20-486	Siu Vincent Hin Wai
TPB/R/S/H7/20-487	Wong Ying Yee
TPB/R/S/H7/20-488	Shek Wai Ting
TPB/R/S/H7/20-489	Chan Bik Ying
TPB/R/S/H7/20-490	Lam Pik Kwan
TPB/R/S/H7/20-491	Petula Susan Kincaid
TPB/R/S/H7/20-492	Wong Chi Hang
TPB/R/S/H7/20-493	鍾小明
TPB/R/S/H7/20-494	Au Siu Pong
TPB/R/S/H7/20-495	Chan Cham Bun
TPB/R/S/H7/20-496	Chan Choi Tsoi Wan Betty
TPB/R/S/H7/20-497	Chen Chu Lan
TPB/R/S/H7/20-498	Cheng Kim Ching
TPB/R/S/H7/20-499	Cheung Chi Hung, David
TPB/R/S/H7/20-500	Chiang Man Sze
TPB/R/S/H7/20-501	Hong Hiu Wing
TPB/R/S/H7/20-502	Josje Yee Sum Yeung
TPB/R/S/H7/20-503	Law Yin Ying Priscilla
TPB/R/S/H7/20-504	Lee Yan Yan
TPB/R/S/H7/20-505	Ng Sau Ching
TPB/R/S/H7/20-506	Richard Martin Payne
TPB/R/S/H7/20-507	Shek Wai Ting
TPB/R/S/H7/20-508	Tsui Ching Yee
TPB/R/S/H7/20-509	Wong Wing Sze Karen
TPB/R/S/H7/20-510	Wong Ka Lai
TPB/R/S/H7/20-511	Yuen Yu Hung
TPB/R/S/H7/20-512	Wu Wai Ling
TPB/R/S/H7/20-513	Yu Yeuk Wing
TPB/R/S/H7/20-514	陳惠香
TPB/R/S/H7/20-515	關棠武
TPB/R/S/H7/20-516	何煒恒
TPB/R/S/H7/20-517	Lung Wing Kei Danny

申述編號	「申述人」名稱
TPB/R/S/H7/20-518	David Owen Pegg
TPB/R/S/H7/20-519	Wendy MC Tavish
TPB/R/S/H7/20-520	Behrens Chee Sau Chun Bella
TPB/R/S/H7/20-521	Taylor Evelyn Elborn
TPB/R/S/H7/20-522	Thomas Albert Carl
TPB/R/S/H7/20-523	Inger Tong
TPB/R/S/H7/20-524	Chan Mang Lung
TPB/R/S/H7/20-525	Chi Sau Lin
TPB/R/S/H7/20-526	Cheung Wing Hing
TPB/R/S/H7/20-527	Cheung Wai Yu
TPB/R/S/H7/20-528	Cheung Ching Kwok Aslan
TPB/R/S/H7/20-529	Leung Wai Po Rosanna
TPB/R/S/H7/20-530	Natalie Yim Lok Yan
TPB/R/S/H7/20-531	Tnevoh Yim Che Ming
TPB/R/S/H7/20-532	Yim Hong
TPB/R/S/H7/20-533	陳惠美
TPB/R/S/H7/20-534	黎樂怡中
TPB/R/S/H7/20-535	彭銘楷
TPB/R/S/H7/20-536	錢海穎
TPB/R/S/H7/20-537	錢嘉駿
TPB/R/S/H7/20-538	張學佳
TPB/R/S/H7/20-539	Chan Tsz Kin
TPB/R/S/H7/20-540	Chan Carson
TPB/R/S/H7/20-541	Cheung Man Yuk, Jennifer
TPB/R/S/H7/20-542	Ko Vanessa
TPB/R/S/H7/20-543	Lee Yuk Kuen Joecy
TPB/R/S/H7/20-544	Liu Kit Ling Bella
TPB/R/S/H7/20-545	Pun Chi In
TPB/R/S/H7/20-546	Wong Pui Shun Bonnie
TPB/R/S/H7/20-547	Wang Mei Mun
TPB/R/S/H7/20-548	Yau Chun Wang
TPB/R/S/H7/20-549	Yau Chi Ming Benson
TPB/R/S/H7/20-550	Chan Shun Hung
TPB/R/S/H7/20-551	Chang Po Yiu
TPB/R/S/H7/20-552	Fu Kwan Lin Kristy
TPB/R/S/H7/20-553	Leung Yuk Shan
TPB/R/S/H7/20-554	Leung Yuet Tong
TPB/R/S/H7/20-555	Li Wai Ling Sofia
TPB/R/S/H7/20-556	Lok Yee Hing Elaine
TPB/R/S/H7/20-557	Tam Helen Ka Yan
TPB/R/S/H7/20-558	Yan Lin Fu
TPB/R/S/H7/20-559	Ivanov, Anton
TPB/R/S/H7/20-560	Hedley Paul
TPB/R/S/H7/20-561	Cheung Suk Hing
TPB/R/S/H7/20-562	Lee Tsz Chun
TPB/R/S/H7/20-563	Ng Wing Yee Amy

申述編號	「申述人」名稱
TPB/R/S/H7/20-564	高婉玲
TPB/R/S/H7/20-565	張秀珍
TPB/R/S/H7/20-566	Ho Ying Lung
TPB/R/S/H7/20-567	Carson, Luc A. R.
TPB/R/S/H7/20-568	While, Sharon Joy
TPB/R/S/H7/20-569	Au Pui Yue
TPB/R/S/H7/20-570	Allen Chun Lung Chan
TPB/R/S/H7/20-571	Cheung Mee Sheung Maisie
TPB/R/S/H7/20-572	Cheung Sin Yan Cindy
TPB/R/S/H7/20-573	Cheung Siu Ling
TPB/R/S/H7/20-574	Ching Pui Yee Phoebe
TPB/R/S/H7/20-575	Ho Sherwin Shiu Wang
TPB/R/S/H7/20-576	Ko Chung Ling Ophelia
TPB/R/S/H7/20-577	Lam Kwok Fai Ragence
TPB/R/S/H7/20-578	Lau Cho Yuen
TPB/R/S/H7/20-579	Lau Tat Wai David
TPB/R/S/H7/20-580	Lee Hoi Yee
TPB/R/S/H7/20-581	Ng Bing Chiu Raymond
TPB/R/S/H7/20-582	Pau Yuk Man Sharon
TPB/R/S/H7/20-583	Tai Yvonne
TPB/R/S/H7/20-584	To Chak Yan William
TPB/R/S/H7/20-585	Frances Tong
TPB/R/S/H7/20-586	童毓思 Tung Yuk Zse
TPB/R/S/H7/20-587	Wong Yuek Chee Fiona
TPB/R/S/H7/20-588	Yeung Lai Yi
TPB/R/S/H7/20-589	Pritchard Thomthy Hugh
TPB/R/S/H7/20-590	雷卓光
TPB/R/S/H7/20-591	黃慧蘭
TPB/R/S/H7/20-592	Ng Tsz Chun Shunichi
TPB/R/S/H7/20-593	Pang Lo Mei
TPB/R/S/H7/20-594	廖潔玲
TPB/R/S/H7/20-595	Bonnie Wong
TPB/R/S/H7/20-596	Carson Chan
TPB/R/S/H7/20-597	陳垂泮
TPB/R/S/H7/20-598	Chris Kwok
TPB/R/S/H7/20-599	Fiona Hung
TPB/R/S/H7/20-600	許宗熾
TPB/R/S/H7/20-601	Hui Sze Chung
TPB/R/S/H7/20-602	Alice Yung Woon Cheung
TPB/R/S/H7/20-603	Dr. Ferdinand Chu
TPB/R/S/H7/20-604	Paul Kam Kong Mak
TPB/R/S/H7/20-605	Ms. Genevieve Yang
TPB/R/S/H7/20-606	Mr. Leung Wai On
TPB/R/S/H7/20-607	Arthur Leung
TPB/R/S/H7/20-608	Ms. Ng Kai Man Carmen
TPB/R/S/H7/20-609	楊女士

申述編號	「申述人」名稱
TPB/R/S/H7/20-610	陳敏灝
TPB/R/S/H7/20-611	蔡家輝
TPB/R/S/H7/20-612	Cho Clement
TPB/R/S/H7/20-613	岑亨緯
TPB/R/S/H7/20-614	Chow King Chee
TPB/R/S/H7/20-615	Hung Man Ping
TPB/R/S/H7/20-616	Hung Ho Chak
TPB/R/S/H7/20-617	Hung Ho Ching
TPB/R/S/H7/20-618	Hung Kwok Yiu Duncan
TPB/R/S/H7/20-619	Hung Kwok Hei Lyndon
TPB/R/S/H7/20-620	Hung Kwok Kit Gordon
TPB/R/S/H7/20-621	Hung Yuen Yu
TPB/R/S/H7/20-622	Kwok Chiu
TPB/R/S/H7/20-623	Kwok Tsun
TPB/R/S/H7/20-624	Lo Kai Yuen Harrison
TPB/R/S/H7/20-625	Tai Fai Kee
TPB/R/S/H7/20-626	Ting Lup Wong
TPB/R/S/H7/20-627	Yu Tak Wai
TPB/R/S/H7/20-628	Wong Tai Sang
TPB/R/S/H7/20-629	陳蔓蕾
TPB/R/S/H7/20-630	陳國瑛
TPB/R/S/H7/20-631	Wong Ying Esther
TPB/R/S/H7/20-632	Yeung Ka Man
TPB/R/S/H7/20-633	Fan Lai
TPB/R/S/H7/20-634	Chan Ka Kong Edward

有關《黃泥涌分區計劃大綱草圖編號 S/H7/20》的提意見人名單

意見編號	「提意見人」名稱
TPB/R/S/H7/20-C1 (R13)	楊雪盈 Clarisse Yeung
TPB/R/S/H7/20-C2	楊子雋 Arthur Yeung
TPB/R/S/H7/20-C3	灣仔起步 Kickstart Wan Chai
TPB/R/S/H7/20-C4 (R454)	Tsang Yiu Keung
TPB/R/S/H7/20-C5 (R479)	Ng Yee Fong
TPB/R/S/H7/20-C6 (R367)	Fung Ho San
TPB/R/S/H7/20-C7	Chung Siu Ming
TPB/R/S/H7/20-C8	Wong Yick Wan Judy
TPB/R/S/H7/20-C9	Lau Hak Heung
TPB/R/S/H7/20-C10 (R373)	Wong Lai Sze
TPB/R/S/H7/20-C11 (R364)	Chan Chi Wai
TPB/R/S/H7/20-C12 (R405)	Fong Ting Nikita
TPB/R/S/H7/20-C13	Chu Wan Kam
TPB/R/S/H7/20-C14 (R501)	Hong Hiu Wing
TPB/R/S/H7/20-C15	Cheung Siu Fun Sylvia
TPB/R/S/H7/20-C16 (R605)	Genevieve Yang
TPB/R/S/H7/20-C17	Ng Law Bik Kwan Danny
TPB/R/S/H7/20-C18 (R421)	Holland, Trevor Alan
TPB/R/S/H7/20-C19 (R344)	Lai Kam Cheung
TPB/R/S/H7/20-C20	Tang Ka Lam Alan
TPB/R/S/H7/20-C21 (R468)	Li Chun Yin

意見編號	「提意見人」名稱
TPB/R/S/H7/20-C22	Lai Kwan Wai
TPB/R/S/H7/20-C23	Grayson Cheung
TPB/R/S/H7/20-C24	Wong Tsz Wan
TPB/R/S/H7/20-C25	Cynthia Cheng
TPB/R/S/H7/20-C26 (R435)	Tse Wing Han
TPB/R/S/H7/20-C27	Tse Sun Lung Alan
TPB/R/S/H7/20-C28	Lee Ching Lam Donna
TPB/R/S/H7/20-C29	Debbie Sin Yee Lai
TPB/R/S/H7/20-C30	林衍庭
TPB/R/S/H7/20-C31 (R490)	Lam Pik Kwan
TPB/R/S/H7/20-C32	Tse Wai Yue
TPB/R/S/H7/20-C33	Mok Ka Man
TPB/R/S/H7/20-C34	Leung Hau Hong
TPB/R/S/H7/20-C35	Chu Ka Kin Kenneth
TPB/R/S/H7/20-C36	Gigi Wong
TPB/R/S/H7/20-C37	Lam Cheuk Tat
TPB/R/S/H7/20-C38	Wan, Chun Yau
TPB/R/S/H7/20-C39	Chan Wai Ying
TPB/R/S/H7/20-C40	Yiu Ho Wa
TPB/R/S/H7/20-C41	Ng Yeuk Nam
TPB/R/S/H7/20-C42	Yip Ho Leung Laurence
TPB/R/S/H7/20-C43	Yuen Yee Man Angie
TPB/R/S/H7/20-C44	Yuen Po Yu Grace
TPB/R/S/H7/20-C45	Lam Kwan Yee
TPB/R/S/H7/20-C46	Kenny Chun Kuen Ma
TPB/R/S/H7/20-C47	Fung Tsz Ying Karina
TPB/R/S/H7/20-C48	Elizabeth Yuen Shan Lau
TPB/R/S/H7/20-C49	Ho Sui Wa
TPB/R/S/H7/20-C50	Tsoi Kin Wan
TPB/R/S/H7/20-C51	Kong Chun Lam Leslie
TPB/R/S/H7/20-C52	Fung Yuen Shan
TPB/R/S/H7/20-C53	Chan Yee Lok
TPB/R/S/H7/20-C54 (R606)	Leung Wai On

意見編號	「提意見人」名稱
TPB/R/S/H7/20-C55	Vivian Lau
TPB/R/S/H7/20-C56	翁振傑
TPB/R/S/H7/20-C57	But Wai Mei
TPB/R/S/H7/20-C58 (R385)	Divya Vaze
TPB/R/S/H7/20-C59	陳建榮
TPB/R/S/H7/20-C60	Ng K.L.
TPB/R/S/H7/20-C61	Lo Yat Kai Stanley
TPB/R/S/H7/20-C62 (R394)	Leung Su Wing Connie
TPB/R/S/H7/20-C63 (R397)	Tang Lai Mui Rosemarie
TPB/R/S/H7/20-C64	Wu Man Leung
TPB/R/S/H7/20-C65 (R387)	Chan Yin Wan
TPB/R/S/H7/20-C66	Chen Ka Pang
TPB/R/S/H7/20-C67	Benson Zhenghao Chen
TPB/R/S/H7/20-C68	Eric Zhengbin Chen
TPB/R/S/H7/20-C69 (R393)	Cheng Wai Yee
TPB/R/S/H7/20-C70	Lava can Eden bino
TPB/R/S/H7/20-C71	Tang Mong Ying Moni
TPB/R/S/H7/20-C72	Paul Leslie Mallia
TPB/R/S/H7/20-C73	Kai Ming Po
TPB/R/S/H7/20-C74 (R396)	Chan Wai Wing Helen
TPB/R/S/H7/20-C75	Lam Yun Leung
TPB/R/S/H7/20-C76	Lam Kit Ying
TPB/R/S/H7/20-C77	Lam Ka Ki
TPB/R/S/H7/20-C78	盧楓楊
TPB/R/S/H7/20-C79	Ma Chi Hang
TPB/R/S/H7/20-C80	Lam Wing Suet
TPB/R/S/H7/20-C81	Ng Moon Tong
TPB/R/S/H7/20-C82	Kwok Oi Yin Maggie
TPB/R/S/H7/20-C83	Chan Yuk Ching Ellan
TPB/R/S/H7/20-C84 (R593)	Pang Lo Mei
TPB/R/S/H7/20-C85 (R26)	Hui Ming Chun Cindy
TPB/R/S/H7/20-C86 (R532)	Yim Hong
TPB/R/S/H7/20-C87 (R520)	Behrens Chee Sau Chun Bella
TPB/R/S/H7/20-C88	吳偉昌
TPB/R/S/H7/20-C89	Connie Cheung

意見編號	「提意見人」名稱
TPB/R/S/H7/20-C90	呂孟慧子
TPB/R/S/H7/20-C91	Wong Pui Shan
TPB/R/S/H7/20-C92	Chan Ming Sing
TPB/R/S/H7/20-C93	Watt Ka Wah
TPB/R/S/H7/20-C94 (R17)	Caroline Hill Planning Concern Group
TPB/R/S/H7/20-C95 (R24)	Jardine's Lookout Concern Group
TPB/R/S/H7/20-C96 (R29)	The Owners Corporation Committee of Linden Height
TPB/R/S/H7/20-C97 (R30)	The Owners Corporation Committee of Flora Garden
TPB/R/S/H7/20-C98 (R25)	The Owners Corporation Committee of Cavendish Heights (Block 8)
TPB/R/S/H7/20-C99 (R23)	The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)
TPB/R/S/H7/20-C100 (R21)	The Owners Corporation Committee of Wing On Towers
TPB/R/S/H7/20-C101 (R20)	The Owners Corporation Committee of Park Garden, Tai Hang Drive
TPB/R/S/H7/20-C102 (R19)	The Owners Corporation Committee of Tai Hang Terrace
TPB/R/S/H7/20-C103 (R22)	The Owners Corporation Committee of Butler Towers
TPB/R/S/H7/20-C104 (R28)	Residents of Jardine's Lookout
TPB/R/S/H7/20-C105 (R34)	Mary Mulvihill

《黃泥涌分區計劃大綱草圖編號 S/H7/20》的
申述和意見摘要及規劃署的回應

(1) 申述人(**TPB/R/S/H7/20-1** 至 **634**)的理由及建議和回應概述如下：

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
支持全部修訂項目		
R1 至 R5(個別人士)	• 支持修訂項目 A 及 B。有關用地可增加商業用地供應，有助善用政府土地，從而引發該區進行整體發展(只限 **R3**)。 申述的理由： • 現時的計劃對於鄰里社區而言並非最有效益的設計，當局應更著重如何使鄰里社區受惠(**R1**、	備悉。 (i) 為應付區域法院層面的司法設施的長遠需要，以及為善用位於核心商業區的政府土地，政府建議在加路連山道用地發展區域法院和商業用途。就當區環境而言，加路連山道用地適合進行商業發展。禮頓道對面以北地方劃為「商業」地帶，是銅鑼灣的核心商貿區，而加路連山

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R4 及 R5)。	道用地正位於這個商業中心的邊緣。因此，在面向禮頓道的加路連山道用地北部地方進行的商業發展項目，着實是銅鑼灣商業中心「商業」地帶的自然延伸。
		(ii) 該商業用地將設有公眾休憩用地、為小巴而設的公共運輸設施、地區康健中心、幼兒中心和公眾停車場等一系列公共設施，鄰里社區可因而受惠。
	• 概念設計圖上的公共空間過於分散**(只限 R2)**。	(iii) 該概念方案僅顯示其中一個可行的設計，用作說明發展的可行性。因此，有關的座向、布局和詳細設計須由未來發展商(商業用地)和項目倡議人(區域法院)作出考慮。換言之，在施工階段，具體的建築物座向和布局將視乎詳細設計而定。在「商業(2)」地帶內的擬議通道適當地加建上蓋，可以把休憩用地與商業發展連結起來，使兩者看起來是連貫一起。
	• 有需要闢設完善的行人通道貫通發展項目內部和周邊地方(**只限 R2**)。	(iv) 為加路連山道用地內的擬議發展項目提供的內部交通及行人設施，會在詳細設計階段作出決定。除了在用地四周的現有地面行人通道外，日後的發展商須在商業用地內預留一個地底接駁點，因為可能需闢設接駁港鐵站的行人通道，但須進行進一步可行性研究。
支持部分修訂項目		
R6(希慎興業工程策劃	• 原則上支持修訂項	備悉。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
有限公司)	目 A 及 B，但反對「商業(2)」地帶的《註釋》。 申述的理由： • 新建道路和通風廊把用地分割成細小部分，導致休憩用地分散，此舉既不具效益，亦難有成效。若法院發展項目可納入同一總綱發展藍圖內作全面發展，則可達致最全面的效果。 申述人提出的理由： (a) 已提交替代方案，建議在該用地進行全面發展，並把整幅用地改劃為「綜合發展區」地帶，以確保在興建建築	(i) 該概念方案僅顯示其中一個可行的設計，用作說明發展的可行性。因此，有關的座向、布局和詳細設計須由未來發展商(商業用地)和項目倡議人(區域法院)作出考慮。換言之，在施工階段，具體的建築物座向和布局將視乎詳細設計而定。 (ii) 申述人並無就方案提供技術方面的理據。由於缺乏所需資料，故未能確定此等建議在技術上是否可行。除了上文(i)外，應留意的是，區域法院需要完全圍起來，以便在單一入口對訪客進行保安檢查。鑑於區域法院的保安需要，平台層不設出入限制或採用綜合設計的建議並不可行。不過，在區域法院的保安不受影響的情況下，

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	物和闢設休憩用地時採用綜合形式的設計／發展方案。另一方案是須就商業用地(不包括法院)提交總綱發展藍圖。	仍可在「商業(2)」地帶內的通道適當地加建上蓋，把休憩用地與商業發展連結起來，使兩者看起來是連貫一起。因此，未必有需要為確保實質地方與設計都是一體化，而把整幅加路連山道用地或商業部分改劃為「綜合發展區」地帶。 (iii) 要求發展商在商業發展項目內提供公眾休憩用地，可確保有關發展採用綜合式設計。為確保該等休憩用地選址得宜，布局妥善，從而便利市民使用，日後發展商將須提交園景設計總圖。此外，日後發展商須遵照發展局制訂的《私人發展公眾休憩空間設計及管理指引》，設計和管理公眾休憩用地。有關的「商業(2)」地帶內的商業發展會與「商業」地帶的其他一般商業發展相若。此外，加路連山道用地的其他重要特色(例如古樹名木及砌石牆)可透過現有機制加以保護，因此不需要項目倡議人提交總綱發展藍圖。
	(b) 加入更多元化的社區設施，包括長者地區中心、社區會堂及自修室。	(iv) 關於政府、機構或社區設施的供應，按規劃人口約185 200計算，除了長者日間護理中心和安老院舍，灣仔區的主要政府、機構或社區設施未見短缺。《香港規劃標準與準則》已在2018年年底就此等設施重新訂明以人口為基礎的標準。關於長者地區中心、自修室及社區會堂，雖然《香港規劃標準與準則》沒有訂明以人

申述編號 **(TPB/R/S/H7/20-)**	申述事項	對申述的回應
		口為基礎的標準，但灣仔區現時設有兩個長者地區中心、6 個自修室、一個現有社區會堂，以及一幢新建的多用途摩頓臺活動中心(現正興建中，預定於 2021 年竣工)。
反對部分修訂項目		
R7 至 R10(個別人士)	• 反對修訂項目 A	
	申述的理由：	
	• 把小巴總站遷往加路連山道用地會對居民造成不便(**R7、R9 及 R10**)。	(i) 至於遷置設位蘭芳道和附近地方的小巴總站一事，在目前的土地用途地帶下會有該等設施，但最終的安排(包括是否把該等設施遷往加路連山道用地或在該處設立專線小巴中途站)，則須待運輸署作進一步商議，以及諮詢區內持份者。
	• 擬議商業發展與鄰近主要為住宅的社區或掃桿埔一帶的康樂用途不相協調，並會引致交通擠塞(**R8**)。	(ii) 請參閱對 **R1 至 R5** 的回應(i)。 (iii) 當局已進行交通檢討，以評估位於加路連山道用地的擬議發展對周邊道路網絡的交通有何影響、檢討公共運輸設施的供應情況，以及評估行人設施是否足夠。 (iv) 根據交通檢討的結果，在進行擬議的路口改善工程後，擬議發展不會對交通造成無法接受的影響。

申述編號 (TPB/R/S/H7/20-)	**申述事項**	**對申述的回應**
		(v) 透過進行道路改善工程(特別是在禮頓道增設左轉行車線和在加路連山道(西段)／連道增闢迴旋處)，預計目前在加路連山道用地四周的區內通道所見的車輛爭路情況將會減少。加路連山道用地內的新通道將提供多一個途徑，可繞過一段禮頓道前往連道。根據評估，加路連山道(西段)／禮頓道北行交通的平均車龍長度會縮短至可接受的水平。
反對所有修訂項目		
R11(前灣仔區議員伍婉婷女士)	• 反對修訂項目 A 及 B。	
	申述的理由：	
	• 該用地應作綜合形式發展，而非用作發展兩個獨立項目。	(i) 請參閱對 **R6** 的回應(i)和(ii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 銅鑼灣區已過度商業化，倘再作商業發展，會對交通、通風及景觀造成影響	(ii) 2017-18 財政年度政府財政預算案指出，要保持香港作為國際金融中心的地位，就必須確保辦公室，尤其是甲級寫字樓的供應持續不斷。就此，根據《香港2030+》所進行的《檢討甲級寫字樓、商貿及工業用地的需求》的檢討結果，香港甲級寫字樓供應短缺，預計長期有 106 萬平方米總樓面面積的短缺情況。在 2018 年年底，灣仔／銅鑼灣甲級寫字樓的空置率為4.5%，較全港總數 8.7%為低。至於加路山道用地如何適合用作商業發展，請參閱對 **R1 至 R5** 的回應(i)。 (iii) 有關方面進行了多項技術評估，證明擬議發展不會在交通、環境、視覺、通風及景觀方面對當區造成不可接受的影響。技術評估的詳情(包括路口改善工程)，載列於2019 年 3 月及 5 月向城規會提交的文件中，並公開讓公眾查閱。
	• 未能回應灣仔區議會的意見，例如提供更多社區設施(如文娛中心)，並因所採用的假設不當，導致交通影響	(iv) 規劃署在 2018 年 5 月 8 日、2019 年 1 月 8 日及2019 年 7 月 4 日向灣仔區議會介紹加路連山道用地的擬議發展和分區計劃大綱圖收納的現行修訂。2018 年5 月 8 日，個別區議員認為應在加路連山道用地內提供灣仔區能受惠的政府、機構或社區設施。因應有關在加路連山道用地闢設社區設施的建議，規劃署諮詢相關政

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	評估的結果有所不足。	府部門後，建議在商業發展項目中加設一個地區康健中心及一個幼兒中心。2019 年 1 月 8 日，規劃署就修訂後的發展建議進一步諮詢灣仔區議會。大部分灣仔區議員支持闢設地區康健中心及幼兒中心，但部分區議員認為應提供更多政府、機構或社區設施。灣仔區議會仍然關注加路連山道用地的擬議發展會對交通造成影響。 (v) 康樂及文化事務署(下稱「康文署」)表示，文娛中心的規劃是以地區為基礎，港島區現時的文娛中心供應充足。就提供政府、機構或社區設施而言，請參閱對 **R6** 的回應(iv)。就交通影響評估是否足夠而言，請參閱對 **R7 至 R10** 的回應(iii)和(iv)。 (vi) 關於假設和方法方面，交通檢討是參照香港以往許多工程項目所採用的一般工程作業方式及標準程序進行。就這方面所產生的行程及吸引的交通流量，大致參照運輸署發行的《運輸策劃及設計手冊》。對於特殊用途，包括區域法院、地區康健中心、幼兒中心、公眾停車場和綠色小巴設施，則會根據就類似設施所產生的行程所作調查，或透過估算，推算行程量。 (vii) 根據 2015 年至 2018 年交通統計年報的交通數據，平日上午繁忙時間的平均繁忙時間交通流量，較周末上午

<table>
<tr><th>申述編號
(TPB/R/S/H7/20-)</th><th>申述事項</th><th>對申述的回應</th></tr>
<tr><td></td><td></td><td>
繁忙時間的平均繁忙時間交通流量為高，而平日下午繁忙時間的平均繁忙時間交通流量則與周末下午繁忙時間的平均繁忙時間交通流量相同。因此，交通模型有理由採用一般平日的交通數據。另根據以往的交通數據，加路連山道用地附近的主要路口在周末下午繁忙時間的交通情況較平日下午繁忙時間的交通情況為佳。銅鑼灣在平日和周末的交通流量比較見下表。此外，加路連山道用地發展項目所產生的交通流量在平日繁忙時間將會較大，因為預計周末期間辦公室及法庭用途所產生／吸引的交通流量不大。因此，交通檢討以典型的平日作為交通模型。
<table>
<tr><th></th><th colspan="2">2015 年</th><th colspan="2">2016 年</th><th colspan="2">2017 年</th><th colspan="2">2018 年</th></tr>
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<tr><td>平日</td><td>14 190</td><td>13 430</td><td>14 120</td><td>13 140</td><td>13 760</td><td>13 300</td><td>13 740</td><td>13 260</td></tr>
<tr><td>周六</td><td>13 230</td><td>13 070</td><td>13 200</td><td>13 110</td><td>12 890</td><td>13 410</td><td>12 440</td><td>13 840</td></tr>
<tr><td>周日</td><td>9 230</td><td>11 450</td><td>9 320</td><td>11 140</td><td>9 210</td><td>11 410</td><td>9 280</td><td>12 320</td></tr>
</table>
註 1： 根據交通調查線 G-G(包括 1002、1107、2204 和 2214 調查站)的數據
註 2： 東行和西行交通流量的數字
</td></tr>
</table>

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	申述人提出的理由：	
	(a)提出替代方案，建議對該用地作綜合發展，認為商業發展的規模應至少縮減三分之一，而大樓數目應由兩幢減至一幢。	(viii) 相關申述人並無就他們的方案提供技術方面的理據。在缺乏所需資料的情況下，我們無法確定這些建議是否可行。關於綜合發展的理由，請參閱對 **R6** 的回應(i)和(ii)。 (ix) 就發展規模而言，本港土地資源有限，尤以市區黃金地段為然，因此只要不會對周邊的發展造成不能接受的影響，便應盡量善用發展密度。應注意，加路連山道用地(佔地 2.66 公頃)並非全部用作發展。政府必須預留當中約 17%的土地用來改善道路，以及為商業發展項目和區域法院興建新的通道。就總樓面面積需求而言，司法機構表示需要 70 000 平方米的整體總樓面面積(地積比率約為 6.6 倍)。根據概念設計，該商業發展項目的整體總樓面面積為 100 000 平方米，按發展地盤面積約 8 953 平方米計算，相等於約 11 倍的地積比率，而擬議建築物高度則為主水平基準上 135 米。該地積比率較《建築物(規劃)規例》所載高層商業樓宇的一般發展密度(即地積比率為 15 倍)低約 25%。因此，當局認為擬議商業發展項目的規模，不會與以高層商業／住宅發展項目為主的周邊地區互不協調。 (x) 此外，政府制訂加路連山道用地的擬議發展密度時，已

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		充分顧及交通檢討結果所證明區內道路網絡的承載能力，而整幅加路連山道用地的擬議總樓面面積是根據交通檢討的結果釐定。正如交通檢討所反映，一般來說，零售用途會較其他商業用途(例如辦公室和酒店)帶來更多交通流量。為盡量減少日後的商業發展項目對交通造成的影響，分區計劃大綱圖的《說明書》訂明，日後商業發展項目撥作零售用途的總樓面面積不可多於10 000 平方米(即約相等於商業發展項目整體總樓面面積的 10%)。
	(b)政府、機構或社區設施的總樓面面積應由 3 000 平方米增至 8 000 平方米，以納入護老中心、社區健康中心、青少年活動中心、文娛中心及長者地區中心。	(xi) 關於政府、機構或社區設施的供應，按規劃人口約185 200 計算，除了長者日間護理中心和安老院舍，灣仔區的主要政府、機構或社區設施未見短缺。《香港規劃標準與準則》已在 2018 年年底就此等設施重新訂明以人口為基礎的標準。關於長者地區中心、自修室和長者／青少年活動中心及社區會堂，雖然《香港規劃標準與準則》沒有訂明以人口為基礎的標準，但灣仔區現時設有兩個長者地區中心、3 個長者鄰舍中心、兩個綜合青少年服務中心、一個現有社區會堂，以及一幢新建的多用途摩頓臺活動中心(現正興建中，預定於 2021 年竣工)。民政事務總署表示會繼續監察灣仔區社區會堂設施的供求情況。關於有建議在加路連山道用地闢設一個文娛中心，康文署表示，文娛中心的規劃是以地區

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		為基礎，港島區現時的文娛中心供應充足。安老院舍的供應一般取決於一籃子的因素，包括人口特徵、地理上的關注，以及此等設施的需求。由於加路連山用地主要用作商業和區域法院用途，經考慮各項因素(包括發展密度和設置社會福利設施是否合適)後，城規會認為應優先提供地區康健中心和幼兒中心。然而，社署已表示會採取多管齊下的方式，增加灣仔區這類長者護理設施的供應。
	(c)增闢休憩用地，由6 000平方米增至12 000平方米。	(xii) 就在區議會層面的休憩用地供應而言，灣仔已規劃的休憩用地有56.23公頃(包括15.97公頃的鄰舍休憩用地和40.26公頃的區內休憩用地)，該區整體休憩用地將過剩，多出約19.2公頃，但鄰舍休憩用地則不足，將欠約2.55公頃。根據黃泥涌分區計劃大綱圖，該區已規劃的休憩用地有11.05公頃(包括2.83公頃的鄰舍休憩用地和8.22公頃的區內休憩用地)，整體休憩用地過剩，多出4.07公頃，但鄰舍休憩用地則不足，將欠約0.66公頃。為了回應該區居民的需要及灣仔區議會先前提出的要求，加路連山道用地將提供不少於6 000平方米的公眾休憩用地。訂定休憩用地的供應水平，目的是在鄰舍休憩用地需求與加路連山道用地可否容納商業發展及區域法院之間取得平衡。

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	(d)闢設地下及／或架空行人連接道，加強與附近地的銜接。	(xiii) 請參閱對 **R1 至 R5** 的回應(iv)。
R12(灣仔區議會謝偉俊議員)	• 反對修訂項目 A 及 B。	
	申述的理由：	
	• 有關發展會導致現有交通擠塞問題惡化。應擴闊周邊道路(例如加路連山道及綿花路)，並在連道／加路連山道／禮頓道路口闢設適當的迴旋處，以疏導往下山方向行駛的車流。	(i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)。加路連山道(西段)已建議進行擴闊工程，以闢建迴旋處，從而減少目前在加路連山道用地四周的區內通道所見的車輛爭路情況。為了緩解加路連山道用地以外的現有道路網絡所造成的交通影響，當局已建議進行路口改善工程，令行車暢順，以及增設轉向行車線。
	• 把地積比率削減至少三成，同時把商業大廈和法院大樓的數目各由兩幢縮	(ii) 請參閱對 **R11** 的回應(xi)及(xii)。

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	減至一幢，藉以騰出地方闢設休憩用地。	
	• 闢設運動場，以彌補失去的摩頓臺場地。此外，應提供更多政府、機構或社區設施，服務區內居民。	(iii) 關於失去摩頓臺排球場的問題，據悉，維多利亞公園的手球場暨排球場已將排球場與手球場合併起來。康文署於二零一九年五月七日的灣仔區議會會議上確定，目前該手球場暨排球場的使用率尚未達飽和水平。因此，在關閉摩頓臺排球場後，維多利亞公園的手球場暨排球場仍然有能力應付來自摩頓臺排球場使用者的部分需求。儘管如此，康文署會聯絡經常租用排球場的機構，協調他們日常的訂場申請，以期盡量減少對他們造成不便。關於闢設政府、機構或社區設施，請參閱對 **R6** 的回應(iv)。
	• 申述用地出入口的數目應由兩個增至3個。此外，應提供地下行人隧道連接擬議發展項目及港鐵站。	(iv) 在屬於主要地區幹路的禮頓道增設一個出入口，技術上不可行，因為此舉可能會造成該出入口車輛與禮頓道車輛爭路的情況。此外，新的通路安排很可能會影響該處的古樹名木。請參閱對 **R1 至 R5** 的回應(iv)。

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R13(灣仔區議員楊雪盈女士)	• 反對修訂項目A及B。	
	申述的理由：	
	• 提交灣仔區議會的諮詢文件(包括交通影響評估)內容不夠全面。	(i) 規劃署在2018年5月8日及2019年1月8日，就加路連山道用地的擬議發展及對分區計劃大綱圖的相關建議修訂諮詢灣仔區議會。交通影響評估的主要結果(包括路口交通情況)於2019年1月8日的諮詢期間提交灣仔區議會。 (ii) 交通影響評估的最終報告已於2019年3月提交予城規會考慮，作為分區計劃大綱圖的部分建議修訂。其後，該份交通影響評估及所有技術評估均展示予公眾查閱。在展示分區計劃大綱草圖期間，規劃署進一步諮詢灣仔區議會，並告知該區議會評估的結果可供公眾查閱。 (iii) 關於交通影響評估，請參閱對**R7至R10**的回應(iii)及(iv)，以及對**R11**的回應(vi)至(vii)。
	• 有關發展(特別是零售設施)會導致交通流量增加，令現時交通擠塞的情況惡化。	(iv) 為盡量減少日後商業發展項目對交通造成的影響，分區計劃大綱圖的《說明書》規定，撥作零售用途的總樓面面積不可多於10 000平方米(即約相等於商業發展項目整體總樓面面積的10%)。

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	• 把小巴站搬遷至加路連山道用地會對居民造成不便。	(v) 請參閱對 **R7 至 R10** 的回應(i)。
	• 預留作興建區域法院的面積已超出司法機構所要求的範圍(即 70 000 平方米)。	(vi) 關於區域法院，司法機構表示需要 70 000 平方米的整體總樓面面積(地積比率約為 6.6 倍，大約相等於三個法院現時佔用的樓面面積的總和的 1.5 倍)，以應付司法機構長遠的需要。鑑於建築物高度限制為主水平基準上 135 米，為達至上述發展密度，預留相關地方闢建區域法院是必要的。
	• 該四幢大樓會對該區視覺、採光及空氣流通方面造成負面影響。	(vii) 請參閱對 **R11** 的回應(iii)。
	• 委託私人發展商管理休憩用地，會讓發展商利用休憩用地作為牟利的工具。	(viii) 請參閱對 **R6** 的回應(iii)。
	• 縮減商業發展的規	(ix) 請參閱對 **R11** 的回應(ix)。關於零售設施方面，正如

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	模及取消零售設施，以盡量減低對交通的影響。	交通檢討所反映，一般來說，零售用途會較其他商業用途(例如辦公室和酒店)帶來更多交通流量。為盡量減少對交通造成的影響，分區計劃大綱圖的《說明書》訂明，日後商業發展項目撥作零售用途的總樓面面積不可多於 10 000 平方米(即約相等於商業發展項目整體總樓面面積的 10%)。
	• 降低政府、機構或社區用地的建築物高度限制，以盡量減低對該區視覺和空氣流通方面的影響。	(x) 關於擬議的建築物高度，建議把最高建築物高度訂為主水平基準上 135 米，符合銅鑼灣禮頓道對面的「商業」地帶的建築物高度限制。政府制訂區域法院的建築物高度時，已參考樓底高度高於一般辦公室樓宇的西九龍法院大樓(5.5 米至 6 米)的建築物高度。對「政府、機構或社區」地帶所施加的建築物高度限制與「商業(2)」地帶的建築物高度限制相同，均為主水平基準上 135 米，以期令設計具有彈性。區域法院的項目倡議人認為，倘降低區域法院的建築物高度限制，同時又要達至擬議發展的准許發展密度，建築羣在布局／設計方面的彈性會受到限制。區域法院的項目倡議人表示，兩幢法院大樓將會採用梯級式建築物高度輪廓，使建築物高低有致。
		(xi) 分區計劃大綱圖訂明須提供面積不少於 6 000 平方米的地面休憩用地，並闢設至少闊 20 米和 25 米的建築

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		物間距，把可見的建築羣分隔，以助紓緩視覺方面的影響，令加路連山道用地的景觀更開揚，以及加強視覺方面的滲透度。該休憩用地可直通禮頓道，會把申述用地與附近地區連接起來。根據概念設計，發展商已進行視覺評核。評核所得的結論是，整體來說，擬議發展不會在視覺方面造成不能接受的影響。
		(xii) 關於加路連山道用地的發展可能阻擋景觀的問題，城市規劃委員會規劃指引編號 41「就規劃申請向城市規劃委員會提交視覺影響評估資料的指引」(下稱「規劃指引編號 41」)訂明，從住宅或商業樓宇所看到的私人景觀不會獲考慮，因為香港發展密度高，如要保護私人享有的景觀，而又不窒礙發展，是不切實際的，所以必須平衡其他相關的考慮因素。為照顧公眾利益，保護公眾從主要策略性地點和重要公眾觀景點所享有的景觀更為重要。根據概念設計，發展商已按照規劃指引編號 41 進行視覺評核。評核所得的結論是，整體來說，擬議發展不會在視覺方面造成不能接受的影響。
	• 把擬議休憩用地由「商業」地帶改劃為「休憩用地」地帶，並交由政府負	(xiii) 請參閱對 **R6** 的回應(iii)。此外，區域法院的工程項目倡議人表示，(西面)建築物與加路連山道西段對面的住宅樓宇之間須最少相隔 20 米。根據區域法院現時的布局，可與加路連山道(東段)對面的現有住宅發展保持

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	責管理。此外，應把休憩用地遷移至申述用地南面，以確保發展項目與民居之間留有間隔。	相若間距。區域法院的發展項目亦須符合《可持續建築設計指引》(APP-152)訂明的綠化比率和樹木保育規定。正如其他政府工程項目的發展過程，項目倡議人會在適當階段就區域法院的發展項目徵詢灣仔區議會的意見。此外，把有關的休憩用地指定為「休憩用地」地帶的建議，會令該商業發展項目座落於狹小的用地上，不利於綜合式設計。
	• 古樹名木和砌石牆應予保存，並納入未來發展範圍。	(xiv) 根據分區計劃大綱圖的《說明書》，兩棵古樹名木(編號 HKPWCH/1 及 EMSD WCH/1)將予保留。就此，該兩棵古樹名木會根據環境運輸及工務局技術通告(工務)第 29/2004 號《古樹名木的註冊和保育指引》在原址保存。此外，有關的砌石牆亦已列為三級歷史建築物。因此，《說明書》訂明，位於「商業(2)」地帶的用地沿北面和東面邊界的擋土石牆(除因道路改善工程而作出更改的部分外)，以及位於「政府、機構或社區(2)」地帶用地沿南面邊界的擋土石牆，均須予以保留。
	• 擱置搬遷小巴站的建議。	(xv) 請參閱對 **R7 至 R10** 的回應(i)。

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R14 至 R30 (多個業主立案法團／業主委員會、居民團體、地區關注組織和個別人士)	• 以內容劃一的兩封信件提交，表示反對修訂項目 A 及 B。	
	申述的理由：	
	• 由於交通影響評估採用有問題的假設，其所得結論令人存疑(**只限 R14 至 R18 及 R27**)。	(i) 請參閱對 **R11** 的回應(vi)至(vii)。
	• 區域法院大樓的准許建築物高度和布局會影響鄰近住宅區的採光、通風和視覺方面的滲透度。	(ii) 請參閱對 **R13** 的回應(x)至(xii)和對 **R11** 的回應(iii)。
	• 面向加路連山道西段的區域法院大樓與對面的住宅樓宇之間僅相隔 20	(iii) 請參閱對 **R13** 的回應(xiii)。

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	米。	
	• 對於酒店項目是有當然權利獲准進行的發展提出強烈反對，因為酒店發展會產生大量人流和交通流量(**R14 至 R30**)。個別申述人亦補充，新道路不僅無法分流交通，反而會引致車龍延伸至加路連山道(**R19 至 R30、R27 除外**)。	(iv) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)。由於周邊地區主要用作商業用途，酒店發展與該等商業用途相互協調，不會造成不能接受的影響。因此，把酒店保留在「商業(2)」地帶內經常准許的用途，實屬恰當。不過，有關用地會否用作辦公室或酒店或兩者混合用途，則須視乎市場環境而定。
	• 交通影響評估已過時，未能反映最新情況(**只限 R24、R26 及 R28**)。	(v) 在交通檢討中，設計年份是假設在加路連山道用地的擬議發展項目落成後 5 年，即 2031 年。評估交通影響時，2017 年觀察所得的交通數據僅作為基線狀況，而有關預測是假設每年交通增長率為 0.1%，計至設計年份，即 2031 年。有關評估在進程中已顧及加路連山道用地附近各個已承諾／已計劃進行的主要發展項目（包括位於禮頓道 66 號的保良局總部重建項目，以及在進

<table>
<tr><th>申述編號
(TPB/R/S/H7/20-)</th><th>申述事項</th><th>對申述的回應</th></tr>
<tr><td></td><td></td><td>行檢討期間已知的其他計劃進行的重建項目)。就實際情況而言，2015 至 2018 年期間銅鑼灣區的交通流量每年普遍減少 1%至 0.42%。因此，在交通檢討中，交通流量每年增加 0.1%，是符合實際情況的保守假設。

銅鑼灣在平日和周末的交通流量比較見下表。
<table>
<tr><th></th><th colspan="2">2015 年</th><th colspan="2">2016 年</th><th colspan="2">2017 年</th><th colspan="2">2018 年</th></tr>
<tr><th></th><th>上午</th><th>下午</th><th>上午</th><th>下午</th><th>上午</th><th>下午</th><th>上午</th><th>下午</th></tr>
<tr><td>平日</td><td>14 190</td><td>13 430</td><td>14 120</td><td>13 140</td><td>13 760</td><td>13 300</td><td>13 740</td><td>13 260</td></tr>
<tr><td>周六</td><td>13 230</td><td>13 070</td><td>13 200</td><td>13 110</td><td>12 890</td><td>13 410</td><td>12 440</td><td>13 840</td></tr>
<tr><td>周日</td><td>9 230</td><td>11 450</td><td>9 320</td><td>11 140</td><td>9 210</td><td>11 410</td><td>9 280</td><td>12 320</td></tr>
</table>
註 1： 根據交通調查線 G-G(包括 1002、1107、2204 和 2214 調查站)的數據

註 2： 東行和西行交通流量的數字</td></tr>
<tr><td></td><td><u>申述人提出的理由：</u></td><td></td></tr>
<tr><td></td><td>(a) 申述人提交替代方案 A(只限 R14 至 R18 及 R27)、B 及 C(R19 至 R26、R29 及 R30)，對區域法</td><td>(vi) 申述人並無就方案提供技術方面的理據。由於缺乏所需資料，故未能確定此等建議在技術上是否可行。替代方案 A 建議將區域法院大樓東移，面向加路連山道(東段)。這項建議可能會影響當局按項目倡議人的要求為區域法院闢設三個出入口(至少兩個獨立車輛通道出入口和一個獨立緊急車輛出口)。關於區域法院的建築物</td></tr>
</table>

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	院大樓提出不同的布局建議。申述人表示應把酒店列為「商業(2)」地帶的第二欄用途**(只限 R14 至 R27、R29 及 R30)**。區域法院的建築物高度限制應限為 13 層 **(R14 至 R30)**。方案 A 建議，應與加路連花園保持 50 米的建築物間距**(R14 至 R18)**。	高度限制，請參閱對 **R13** 的回應(x)至(xii)。由於周邊地區主要用作商業用途，酒店發展與該等商業用途相互協調，不會造成不能接受的影響。因此，把酒店保留在「商業(2)」地帶內經常准許的用途，實屬恰當。不過，有關用地會否用作辦公室或酒店或兩者混合用途，則須視乎市場環境而定。對於建築物間距方面的事宜，區域法院的工程項目倡議人表明，西面建築物與加路連山道(西段)對面的住宅樓宇之間保持最少 20 米的間距。根據區域法院現時的布局，可與加路連山道(東段)對面的現有住宅發展保持相若間距。區域法院的發展項目亦須符合《可持續建築設計指引》(APP-152)訂明的綠化比率和樹木保育規定。正如其他政府工程項目的發展過程，項目倡議人會在適當階段就區域法院的發展項目徵詢灣仔區議會的意見。此外，調整土地用途地帶的界線可能會影響當局按項目倡議人的要求為區域法院闢設三個出入口(至少兩個獨立車輛通道出入口和一個獨立緊急車輛出口)。此外，現有的砌石牆很可能會受方案 B 及 C 建議的發展影響。
	(b) 再進行交通影響評估，並根據經修訂的交通影響評估結果縮減商業用地的	(vii) 關於商業發展項目的規模，請參閱對 **R11** 的回應(ix)及(x)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	總樓面面積**(R14至R16、R18、R27)**。	
	(c) 申述人提交另外兩個替代方案(方案B及方案C)，建議調整用途地帶的界線，把公眾休憩用地遷至加路連山道西段對面的住宅樓宇的前方**(R19至R30、R27除外)**。根據方案B，應移除一幢商業大樓和通道，以作休憩用地。應把30%的地盤總面積(即8 000平方米)用作公眾休憩用地。南部的休憩用地應至少後移40米。根據方案	(viii) 除上文對方案A的回應外，替代方案B及C建議將區域法院大樓東移至加路連山道(東段)前方。為此，可能需要拆除部分獲評為三級歷史建築的砌石牆。此外，方案C建議把休憩用地指定為「休憩用地」地帶，此舉會令該商業發展項目坐落於狹小的用地上，不利於綜合式設計。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	C，應移除所有零售空間，並把商業大樓的數目減至一幢，休憩用地應由康文署管理。	
R31 (比華利山業主立案法團)	• 反對修訂項目A及B。	
	申述的理由：	
	• 擬議發展會令交通擠塞問題惡化，妨礙緊急車輛出入，威脅居民的安全和福祉。	(i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)。 (ii) 至於有關緊急車輛通行的問題，在日後的道路網絡和擬議的改善工程完成後，將可應付擬議發展所產生的額外交通量。預計加路連山道用地附近各主要路口的交通情況在擬議發展落成之前和之後將會相若，而緊急車輛在緊急行動期間會遇到的交通情況亦會相若。在任何情況下，當救護車因交通擠塞而受阻，消防處便會出動急救醫療電單車。急救醫療電單車配備輔助醫療設備，為市民提供快捷迅速的院前輔助醫療救護服務。
	• 交通影響評估已過時。	(iii) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)和對 **R14 至 R30** 的回應(v)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 沒有充分諮詢區內人士。	(iv) 除了諮詢灣仔區議會外(詳情請參閱對 **R13** 的回應(i)及(ii))，相關政府部門的代表亦分別於 2019 年 6 月 10 日和 2019 年 6 月 13 日出席兩個居民論壇，該兩個論壇共有約 80 名參加者出席。有關分區計劃大綱草圖亦刊憲供公眾查閱。在查閱期內，公眾可就擬議發展提交申述／意見。
R32 及 R356 至 R361 (大坑關注社和個別人士)	• 以內容劃一的信件形式提交，表示反對修訂項目 A 及 B。 申述的理由： • 該區無理由需要再進行商業發展。 • 擬議發展會導致現時的交通狀況惡化，並影響區內的採光和通風。此外，交通影響評估沒有說明真實的交通情況。	 (i) 請參閱對 **R11** 的回應(ii)。 (ii) 請參閱對 **R11** 的回應(iii)及(vi)至(vii)、對 **R7 至 R10** 的回應(iii)及(iv)，以及對 **R14 至 R30** 的回應(v)。

申述編號 **(TPB/R/S/H7/20-)**	申述事項	對申述的回應
R33 (鑫威控股有限公司)	• 反對修訂項目 A 及 B。	
	申述的理由：	
	• 缺乏進行商業發展的理據，商業發展與周邊地區不協調。	(i) 請參閱對 **R11** 的回應(ii)。
	• 擬議發展(包括發展密度和建築物高度)並不適當，會令現有交通擠塞問題惡化，帶來景觀／空氣流通方面的不良影響。	(ii) 關於交通影響，請參閱對 **R11** 的回應(iii)。關於發展密度和建築物高度，請參閱對 **R11** 的回應(x)和對 **R13** 的回應(x)至(xii)。
	• 擬議發展未有回應市民對政府、機構或社區設施(例如長者設施)的迫切需求。	(iii) 請參閱對 **R6** 的回應(iv)和對 **R11** 的回應(xi)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 擬議的休憩用地不足以解決現時用地短缺的問題，而且該些休憩用地未必會開放予公眾使用。	(iv) 關於休憩用地的管理，請參閱對 **R6** 的回應(iii)。關於休憩用地供應，請參閱對 **R11** 的回應(xiii)。
	• 交通影響評估已過時，未能反映重大事件發生時的交通情況，也沒有進行敏感測試。擬議的措施無法解決現有交通問題(例如違例泊車)。質疑闢設地下行人隧道連接港鐵站在技術上是否可行。	(v) 請參閱對 **R17 至 R10** 的回應(iii)及(iv)和對 **R14 至 R30** 的回應(v)。 (vi) 當有活動在香港大球場舉行時，香港警務處會實施特別交通及運輸安排(包括封路及改道)，以控制人流及保障道路安全。運輸署會在事前公布相應的交通通告，通知公眾有關的交通安排。 (vii) 雖然當局須就興建地下行人隧道連接港鐵站一事進行進一步可行性研究，但日後的發展商須按照契約的規定在商業用地內為可能闢設的行人隧道預留一個地底接駁點。 (viii) 雖然車輛堆塞和非法泊車是導致現時交通擠塞的原因，但這涉及司機行為及執法方面的問題，與該發展項目存在與否無關。此外，加路連山道用地內除了提供發展項

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
		目的附屬泊車設施以應付附近的泊車需求外，還會闢設公眾停車場。然而，在計算時，適切地應用了令路口容車量折減的地盤因素，以計及車輛堆塞和非法泊車所造成的影響。至於會採用何種因素，視乎實地觀察的情況而定。
	• 需要進行有公眾參與的土地用途規劃、設計及技術可行性研究，以評估和建議用途地帶修訂。	(ix) 有關方面進行了多項技術評估，證明擬議發展不會在交通、環境、視覺、通風及景觀方面對當區造成不可接受的影響。規劃署與相關政府部門曾三度諮詢灣仔區議會。規劃署在2018年5月8日及2019年1月8日，就加路連山道用地的擬議發展及建議對分區計劃大綱圖作出的相關修訂諮詢灣仔區議會，妥善回應了區議員對政府、機構或社區設施的關注。在2019年7月分區計劃大綱草圖的展示期內，規劃署再次諮詢灣仔區議會。規劃署已在上述各場諮詢會上，向灣仔區議會提交所有重要的評估結果。除了諮詢灣仔區議會外，相關政府部門的代表亦分別於2019年6月10日和2019年6月13日出席兩個居民論壇，解釋土地用途建議，以及回應居民的關注。該兩個論壇共有約80名參加者出席。
	• 保留用地作社區設施用途，服務區內居民。	(x) 請參閱對 **R11** 的回應(ii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 應在毗連加路連山道的加路連山道用地兩旁作出相當距離的後移安排。	(xi) 請參閱對 **R6** 的回應(ii)和對 **R13** 的回應(xiii)。
R34 (個別人士)	• 反對修訂項目 A 和 B。 申述的理由： • 擬議發展會對視覺方面和空氣流通造成負面影響，而現時沒有剩餘的交通容量可容納擬議發展帶來的車流。 • 擬議的休憩用地安排並不理想，充其量只會是行人通道／景觀天台。此外，由私人公司管理休憩用地亦不理想。	(i) 請參閱對 **R11** 的回應(iii)。 (ii) 請參閱對 **R1 至 R5** 的回應(iii)及 **R6** 的回應(iii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 縱使其他社區設施(如安老院舍)仍有短缺，但商業用地並不適宜容納幼兒和安老設施，而且，這些設施不應設於窗戶不可打開的樓宇內。	(iii) 請參閱對 **R6** 的回應(iv)。 (iv) 安老院舍的供應一般取決於一籃子的因素，包括人口特徵、地理上的關注，以及此等設施的需求。由於加路連山用地主要用作商業和區域法院用途，經考慮各項因素(包括發展密度和設置社會福利設施是否合適)後，城規會認為加路連山道用地不適宜容納安老院舍。幼兒中心的項目倡議人不反對把有關設施設於商業樓宇的處所內。
	• 土地審裁處不應設於新界或新界附近。	(v) 區域法院和土地審裁處屬同一級的法院。就這一點而言，土地審裁處具有司法管轄權，可以聆訊和審理沒有地區限制的案件。把區域法院和土地審裁處共同設在加路連山道用地，讓首席區域法院法官可全面靈活地調配人力資源，包括法官、司法人員及其支援人員，以至法庭和相關設施。因此，當局認為把土地審裁處設在加路連山道用地是合適的。
	• 項目 B 的建築物高度限制應降低至政府、機構或社區設施的一貫高度。	(vi) 請參閱對 **R13** 的回應(x)。

申述編號 **(TPB/R/S/H7/20-)**	申述事項	對申述的回應
R35 (博匯)	反對修訂項目 A 和 B。 申述的理由： • 對區域法院的發展不表反對，但條件是有關發展不會造成負面影響。	(i) 備悉。有關區域法院發展的影響，請參閱對 **R11** 的回應(iii)。
	• 擬議的概念設計欠佳，因為(i)建築羣龐大，建築物間距狹窄；(ii)缺乏可讓空氣流通的空隙；(iii)擬議的綠化區和園景區零碎分散，且被道路分隔；(iv)有關用地難以到達；以及(v)政府、機構或社區設施的分布零散。	(ii) 有關整體的概念設計，請參閱對 **R1 至 R5** 的回應(iii)，以及對 **R6** 的回應(ii)及(iii)。至於建築物間距方面，正如為概念設計進行的空氣流通評估所顯示，假設會在橫跨加路連山道用地北部的範圍闢設闊度不少於25米的建築物間距(走線大致配合毗連禮頓道的古樹名木(編號 HKP WCH/1))，以及在橫跨用地南部的範圍闢設闊度不少於 20 米的建築物間距(走線大致配合另一棵古樹名木(編號 EMSD WCH/1))，以促進空氣流通。然而，為了在設計方面提供彈性，將根據契約在詳細設計階段進行定量空氣流通評估，以確定建築物間距的確實走線及／或其他改善措施。區域法院的撥地文件會適當地列明類似的規定。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	申述人提出的理由： (a) 申述人提交替代方案，建議不同的布局。區域法院採用狹長的單幢設計，並設有市區廣場，而兩側則設有兩座矮樓，此外，建議闢設大型相連的休憩用地和戶外露天廣場。	(iii) 沒有就有關方案提供技術方面的理據，亦缺乏所需資料，故未能確定此等建議在技術上是否可行。
	(b) 把商業發展的總樓面面積減少 30%至 50%。	(iv) 請參閱對 **R11** 的回應(ix)和(x)。
	(c) 把加路連山道用地改劃為「其他指定用途」註明「政府、機構或社區暨商業」地帶，南部和北部的建築物高度限制分別為主水	(v) 須注意的是，由於保安需要，區域法院需要圍封起來，只設一個單一公眾入口，以便在訪客進入法庭設施之前，對他們進行保安檢查。由於現有資料有限，部分申述人提出平台層應不設出入限制或採用介乎商業發展及區域法院之間的綜合設計的建議並不可行。不過，在區域法院的保安不須作出妥協的情況下，仍可以在「商業」地帶適當地採用加建上蓋的設計，把休憩用地與商

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	平基準上135米及115米。	業發展連結起來，使兩者看起來是連貫一起。因此，把商業發展及區域法院維持劃為不同用途地帶(即「商業(2)」地帶及「政府、機構或社區(2)」地帶)的做法實屬恰當。至於建築物的高度，請參閱對 **R13** 的回應(x)。
	(d) 透過提供額外的公用設施，包括青年活動中心、長者活動中心和文娛中心，把政府、機構或社區設施的總樓面面積增至8 000平方米。	(vi) 請參閱對 **R6** 的回應(ix)。
	(e) 把休憩用地的總面積增至12 000平方米。	(vii) 請參閱對 **R11** 的回應(xii)。
	(f) 在加路連山道用地的後門開闢一條新的通道，並擴闊加路連山道，以增闢	(viii) 目前建議的新通道會可從兩邊通往商業用地和區域法院，並連接正在進行道路改善工程的迴旋處。在加路連山道用地的後門開闢一條新的通道，並未能達到這個目的。現建議擴闊加路連山道(西段)，以闢設迴旋處，減

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	一條新支路。	少目前在加路連山道用地四周的區內通道所見的車輛爭路情況。
R36 至 R46 及 R629 至 R630 (個別人士)	• 以內容劃一的信件形式提交，表示反對修訂項目 A 和 B。 申述的理由： • 無須增闢商業用地。 • 擬議發展會令區內交通情況惡化，而擬議的交通管理措施(包括闢設新迴旋處和擴闊道路)無法解決交通問題。	 (i) 請參閱對 **R11** 的回應(ii)。 (ii) 請參閱對 **R7 至 R10** 的回應(iii)和(iv)。 (iii) 待落實擬議的路口改善工程，所有主要的路口在擬議發展完成後會有足夠的容車量。一般而言，大部分車輛在繁忙時間均能在多於一個交通燈號轉燈前便可駛離路口，而且車龍不會持續累積至妨礙主要道路與內街之間的交通。此外，預計擬議發展對內街及內陸區造成的交通影響不會嚴重，因為往來加路連山道用地的車輛主要會在主要道路／街道行駛。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 交通影響評估並不全面，質疑是否已考慮緊急情況。	(iv) 請參閱對 **R11** 的回應(vi)和(vii)以及對 **R31** 的回應(ii)。
	• 擬議的建築物高度與鄰近地區有明顯差別，會對周邊地區造成負面影響(**只限 R45 及 R46**)。	(v) 請參閱對 **R13** 的回應(x)和(xii)以及對 **R11** 的回應(iii)。
	• 把公眾停車場改為月租停車場(**只限 R36 至 R44 及 R629 至 R630**)。	(vi) 設置公眾停車場旨在應付銅鑼灣目前的短時間泊車需求。
	• 減低商業用地的地積比率，並納入更多社區設施(**只限 R36 至 R44 及 R629 至 R630**)。	(vii) 請參閱對 **R11** 的回應(ix)至(x)。

申述編號 **(TPB/R/S/H7/20-)**	**申述事項**	**對申述的回應**
R47 至 R355 及 R607 (個別人士)	• 以內容劃一的信件形式提交，表示反對修訂項目 A 和 B。 申述的理由： • 擬議的商業發展和公眾停車場會令區內交通情況惡化(**只限 R47 至 R355**)。 • 交通擠塞會阻礙緊急車輛的進出。 • 交通影響評估並不全面，需要更新交通影響評估，以反映 2019 年的情況(**只限 R346**)。 • 沒有充分諮詢區內居民。需進行	(i) 請參閱對 **R7 至 R10** 的回應(iii)和(iv)。交通檢討已考慮公眾泊車位衍生的車流。 (ii) 請參閱對 **R31** 的回應(ii)。 (iii) 請參閱對 **R11** 的回應(vi)至(vii)及對 **R14 至 R30** 的回應(v)。 (iv) 請參閱對 **R31** 的回應(iv)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	全面的公眾諮詢(**只限 R344 及 R346**)。	
	• 沒有進行可持續發展評估(**只限 R344**)。委託專業人士進行進一步評估(**只限 R347**)。	(v) 請參閱對 **R11** 的回應(iii)。
	• 質疑可否保留古樹名木(**只限 R355**)。	(vi) 請參閱對 **R13** 的回應(xiv)。
	• 質疑是否需要 600 個泊車位，以及加路連山道用地能否容納此等設施連四幢新大樓(**只限 R355**)。	(vii) 泊車位的總數，包括根據加路連山道用地的辦公室、酒店及零售用途推算所得、並參照《香港規劃標準與準則》而定的泊車位數量(在批地後的詳細設計階段會調整土地用途組合，屆時泊車位數量會有所調整)，以及為應付該區需要而增設的 100 個私家車和 25 個商用車輛泊車位。整體泊車位供應已考慮交通檢討的結果。該檢討顯示，在進行道路改善工程後，擬議發展不會對交通造成無法接受的影響。

申述編號 (TPB/R/S/H7/20-)	**申述事項**	**對申述的回應**
	• 考慮到區域法院的特別保安要求，把區域法院設在加路連山道用地是否安全令人懷疑(**只限R355**)。	(viii) 經全面檢討在香港島其他用地發展區域法院的情況後，由於加路連山道用地位於香港島的優質商業區，法律專業人員和使用者要前往該處都很方便，司法機構認同該用地合適，符合司法機構的要求。
	• 把加路連山道用地發展為公園(**只限R355**)。	(ix) 有需要提供土地，以確保辦公室用地的供應持續不斷，以及改善法院設施。此外，為處理區內鄰舍休憩用地不足的問題，擬議商業發展的未來發展商須在用地範圍內提供 6 000 平方米的公眾休憩用地。請參閱對 **R1 至 R5** 的回應(i)。
R362 至 R593 (個別人士)	• 以內容劃一的問卷形式提交，表示反對修訂項目 A 及 B，反對理由大致上與 **R13** 的理由相同，但個別申述人剔選的反對理由可能不同。	

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	申述的理由： • 公眾諮詢既不足夠又不全面。**(只限R363、R364、R366、R367、R370至R373、R375至R391、R393至R398、R400至R404、R406、R410至R427、R429、R431、R432、R434至R448、R451至R453、R455至R469、R471至R484、R486、R487、R490至R493、R495至R499、R501、R504至R506、R508至R513、R517至R519、R521至**	(i) 請參閱對**R31**的回應(iv)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R523、R525至R540、R542至R544、R546至R559、R562、R564、R566至R568、R570至R573、R575至R579、R581、R582及R584至R593)	
	• 交通影響評估簡陋粗疏，數據以偏概全，未能反映現況。**(只限R362至R373、R375至R378、R380至R429、R431至R435、R437至R453、R455至R488、R490至R514、R516至R518、R520**	(ii) 請參閱對**R11**的回應(vi)至(vii)及對**R14至R30**的回應(v)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	至 **R523**、**R527**、**R529** 至 **R556**、**R558**、**R561** 至 **R573**、**R575** 至 **R579** 及 **R581** 至 **R593)**	
	• 該區已有足夠零售設施，再增加零售設施會加重對交通和行人造成的影響。**(**只限 **R362** 至 **R378**、**R380** 至 **R447**、**R449** 至 **R488**、**R490** 至 **R513**、**R516**、**R517**、**R519** 至 **R538**、**R540** 至 **R565**、**R567** 至 **R573**、**R577** 至 **R579** 及 **R581** 至 **R593)**	(iii) 請參閱對 **R7** 至 **R10** 的回應(iii)及(iv)，以及對 **R1** 至 **R5** 的回應(i)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 預留作興建區域法院之用的土地面積超出了司法機構的要求(即 70 000 平方米)。**(只限 R362 至 R367、R369 至 R373、R375 至 R378、R380 至 R394、R396 至 R406、R408 至 R427、R429 至 R435、R437 至 R447、R451 至 R453、R455 至 R469、R471 至 R482、R484、R487、R490 至 R501、R504 至 R506、R508 至 R513、R517 至 R519、R521 至 R523、R525 至 R538、**	(iv) 請參閱對 **R13** 的回應(vi)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R540、R542至R544、R546至R556、R558至R564、R567至R573、R576至R579及R581至R593)	
	• 擬建的區域法院貼近鄰近住宅，會影響採光。**(只限R362至R367、R369至R373、R375至R378、R380至R398、R400至R422、R424至R427、R429、R431至R435、R437、R439至R447、R450至R476、R478至R484、R487、R488、**	(v) 請參閱對**R11**的回應(iii)及對**R13**的回應(xiii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R490 至 R502、R504 至 R512、R516 至 R518、R520 至 R524、R527、R529、R530、R532 至 R542、R544 至 R549、R551 至 R562、R564、R565、R567 至 R573、R575 至 R579 及 R581 至 R593)	
	• 把小巴站遷至加路連山道用地會影響居民出入的路線，對他們造成不便。**(只限 R362 至 R369、R371 至 R373、R376 至 R378、R380 至 R395、R397 至**	(vi) 請參閱對 **R7 至 R10** 的回應(i)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R404、R406、R407、R410至R422、R424至R429、R431至R435、R437、R439至R449、R451至R461、R463至R485、R487、R490至R495、R499至R506、R508至R513、R517至R519、R521、R522、R527、R529至R540、R542至R544、R546至R556、R558至R560、R562至R564、R567至R579及R581至R593) • 容許私人發展商管	(vii) 請參閱對**R6**的回應(iii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	理休憩用地會讓發展商有機會利用休憩用地作為牟利的工具。**(只限R362至R364、R366、R367、R369至R373、R375至R389、R391至R398、R400至R406、R410至R420、R422至R427、R429至R435、R437至R447、R451至R453、R455至R461、R463至R477、R479至R484、R486、R487、R490至R492、R494、R495、R497至R506、R508至R513、**	

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R517、R519、R521、R522、R527至R538、R540、R542、R544至R560、R562至R564、R567至R573、R575至R579及R582至R593)	
	• 四幢高聳的建築物會對該區的景觀、採光及空氣流通造成負面影響。**(只限R362至R367、R369至R373、R375至R378、R380至R404、R406、R407、R409至R427、R429、R431至R435、R437至R447、**	(viii) 請參閱對**R11**的回應(iii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R450 至 R484、R486 至 R488、R490 至 R495、R497 至 R513、R517 至 R522、R524、R527、R529 至 R538、R540、R542 至 R547、R549 至 R558、R560、R563、R564、R567 至 R573、R575 至 R579 及 R582 至 R593)	
	• 擬議發展(特別是區域法院)未必與其他現有用途(例如香港大球場定期舉行的公眾活動)互相協調。**(只限 R377)**	(ix) 請參閱對 **R1 至 R5** 的回應(i)及對 **R33** 的回應(vi)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 減少商業發展項目的規模，以盡量減低對交通造成的影響。**(只限 R362 至 R373、R375 至 R378、R380 至 R394、R396 至 R404、R406 至 R429、R431 至 R447、R449 至 R464、R466 至 R469、R471 至 R477、R479 至 R487、R490 至 R493、R495、R498、R499、R501 至 R504、R506、R508 至 R513、R516、R517、R521 至 R523、R527 至 R540、R542 至 R544、**	(x) 請參閱對 **R11** 的回應(ix)及(x)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R546 至 R553、R555、R557 至 R568 及 R570 至 R593) • 降低該政府、機構或社區用地的建築物高度限制，以盡量減低對該區的景觀及空氣流通造成的影響。**(只限 R362 至 R367、R369 至 R373、R375 至 R378、R380 至 R407、R410 至 R435、R437 至 R447、R449 至 R464、R466 至 R477、R479 至 R484、R486 至 R488、R490 至 R493、R495、R497 至**	(xi) 請參閱對 **R11** 的回應(iii)及對 **R13** 的回應(x)至(xii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R499、R501、R502、R504至R513、R516至R518、R520至R523、R527至R538、R540、R542、R544、R546至R553、R555、R558至R560、R562至R565、R567、R568、R570至R586及R588至R593)	
	• 已規劃的休憩用地範圍應由「商業」地帶改劃為「休憩用地」地帶，並交由政府管理。**(只限R362至R364、R366至R378、R380至**	(xii) 請參閱對 **R13** 的回應(xiii)。此外，方案 C 建議把休憩用地指定為「休憩用地」地帶，此舉會令該商業發展項目座落於狹小的用地上，不利於綜合式設計。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R398、R400至R407、R409至R435、R437至R447、R449至R484、R486至R488、R490至R493、R495、R498、R499、R501、R502、R504至R513、R517、R518、R520至R524、R527至R538、R540、R542至R544、R546至R549、R551至R564、R566至R568、R570至R580及R582至R593)	
	• 將擬議的休憩用地移至用地南面。	(xiii) 請參閱對**R13**的回應(xiii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	(只限 R362 至 R367、R370 至 R373、R376 至 R394、R397、R398、R400 至 R404、R407、R409 至 R422、R424 至 R427、R429、R431 至 R435、R437 至 R447、R450 至 R469、R471 至 R477、R479 至 R484、R486、R487、R490 至 R493、R495、R497 至 R499、R501、R502、R504 至 R506、R508 至 R513、R517、R518、R520 至 R523、R527、R529 至	

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R540、R542、R544、R546、R547、R549至R553、R555、R557至R565、R567、R568、R570、R572至R580及R582至R593)	
	• 保存兩棵古樹名木、一棵重要樹木，以及砌石牆。**(只限R362至R373、R375至R407、R409至R422、R424至R435、R437至R447、R449至R477、R479至R484、R486至R488、R490至R492、R495、**	(xiv) 請參閱對**R13**的回應(xiv)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R497 至 R499、R501、R502、R504 至 R513、R516 至 R518、R520 至 R524、R527、R529 至 R538、R540、R542 至 R544、R546 至 R553、R555、R557 至 R564、R566 至 R568、R570 至 R580 及 R582 至 R593)	
	• 擱置搬遷小巴站的建議。(只限 R362 至 R369、R371 至 R373、R375 至 R378、R380 至 R395、R397 至 R404、R406、R407、	(xv) 請參閱對 R7 至 R10 的回應(i)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R410 至 R422、R424 至 R429、R431 至 R435、R437、R439 至 R447、R449 至 R456、R458 至 R464、R466 至 R477、R479 至 R485、R487、R490 至 R493、R495、R499、R501 至 R506、R508 至 R514、R516、R517、R520 至 R523、R527、R529 至 R540、R542 至 R544、R546 至 R553、R555、R558 至 R564、R567、R568 及 R570 至 R593)	

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 闢設動態休憩用地，包括遊樂場及籃球場。**(只限 R386、R513 及 R588)**	(xvi) 請參閱對 **R12** 的回應(iii)。
	• 發展項目的建造工程應分階段進行。**(只限 R509)**	(xvii) 實施計劃須由項目倡議人和未來發展商決定。
	• 進行更加全面的技術評估，以盡量減少對該區居民造成的影響。**(只限 R379)**	(xviii) 請參閱對 **R11** 的回應(iii)。
	• 增加該區的安老設施。**(只限 R374)**	(xix) 請參閱對 **R6** 的回應(iv)。
	• 將小巴路線 21A、21M 及 14M 遷至加路連山道用地或者可	(xx) 請參閱對 **R7 至 R10** 的回應(i)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	行。**(只限 R377)**	
R594 至 R602 (個別人士)	• 以內容劃一的信件形式提交，表示反對修訂項目 A 及 B，反對理由大致上與 **R12** 的理由相同。	
	申述的理由： • 擬議發展會帶來人流及車流，令交通狀況惡化。**(只限 R595 至 R599)** • 交通影響評估缺乏調查數據和車龍分析。**(只限 R595 至 R599)**交通影響評估過時，而評估採用的假設未達到運輸署可接受的最低水平。**(只限**	(i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)。 (ii) 請參閱對 **R11** 的回應(vi)至(vii)，以及對 **R14 至 R30** 的回應(v)。至於車龍分析，待進行路口改善工程後，所有主要的路口在擬議發展落成後會有足夠的容車量。一般而言，大部分車輛在繁忙時間均能在少於一個交通燈號轉燈前便可駛離路口，而車龍亦不會持續累積至妨礙主要道路與內街之間的交通。 (iii) 對於新發展區的規劃而言，預留容車量達 15%是最理

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R597 至 R599)	想的情況，但這並非絕對分界點。任何正數已代表有剩餘的容車量，較 15%為低的數字不一定代表交通狀況不可接受。實際上，正數已表示有剩餘的容量。根據交通檢討，待落實擬議發展和路口改善工程後，加路連山道用地附近各主要路口的預留容車量和設計流量／容車量比率將分別為正數及低於 0.85。此外，預計所有路口的車龍都不會延伸至上游的下一個路口，情況可以接受。
		(iv) 關於邊寧頓街／禮頓道行人過路處的服務水平，D 等服務水平意指「在此等級的服務水平，人流尚算流暢，但行人之間容易發生碰撞」。由於擬議發展項目附近的行人路和行人過路處大多處於 C 等或以上的服務水平(即理想)，故此路口的行人過路處的運作情況仍然可以接受。
	• 擬議發展會阻礙空氣流通及採光。(**只限 R597 至 R599**)	(v) 請參閱對 **R11** 的回應(iii)。
	申述人提出的方案 (a) 提出了替代方案，	(vi) 申述人沒有就替代方案提供技術方面的理據。由於缺乏

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	建議修訂設計，將商業大樓由兩幢改為一幢。	所需資料，當局未能確定此等建議在技術上是否可行。本港土地資源有限，尤以市區黃金地段為然，因此只要不會對周邊地區造成不能接受的影響，便應盡量善用發展密度。因此，該商業發展項目現時的整體總樓面面積為 100 000 平方米，規模實屬恰當。與附近的「商業」地帶的建築物高度限制比較，建議的主水平基準上150 米建築物高度實屬過高。
	(b) 在有關方案下，交通設施會設於地底、出入口會由兩個增至三個、會增設標準迴旋處，並會提供地下行人隧道連接擬議發展至港鐵站。	(vii) 概念方案已假設將交通設施設於地底。在屬於主要地區幹路的禮頓道增設一個出入口，技術上不可行，因為此舉可能會造成該出入口車輛與禮頓道車輛爭路的情況，亦會影響古樹名木。請參閱對 **R1 至 R5** 的回應(iv)。
	(c) 將地積比率減低最少 30%。	(viii) 請參閱對 **R11** 的回應(ix)及(x)。
	(d) 提供運動場以彌補失去的維多利亞公園及摩頓臺場地，並提供更多社區設	(ix) 請參閱對 **R12** 的回應(iii)。

申述編號 **(TPB/R/S/H7/20-)**	申述事項	對申述的回應
	施服務區內居民。	
R603 (個別人士)	• 反對修訂項目 A 及 B。 申述的理由： • 擬議發展會令交通擠塞的問題加劇，而新增的交通流量亦會阻礙緊急車輛進出。 • 闢設康樂公園連休憩用地，並將公園每周七天開放予居民使用。	 (i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)，以及對 **R31** 回應(ii)。 (ii) 請參閱對 **R47 至 R355 及 R607** 的回應(ix)。商業用地內的公眾休憩用地開放時間須遵照發展局制訂的《私人發展公眾休憩空間設計及管理指引》。
R604 (個別人士)	• 反對修訂項目 A 及 B。 申述的理由： • 該區已非常擠塞，而且擬議發展可能	 (i) 請參閱對 **R11** 的回應(iii)。

申述編號 **(TPB/R/S/H7/20-)**	申述事項	對申述的回應
	會產生污染。 • 降低擬議的建築物高度。 • 將小巴站搬遷至加路連山道用地會對居民造成不便，因為該處距離港鐵站太遠。應物色其他用地搬遷小巴總站。	 (ii) 請參閱對 **R13** 的回應(x)至(xii)。 (iii) 請參閱對 **R7 至 R10** 的回應(i)。
R605 (個別人士)	• 反對修訂項目 A 及 B。 <u>申述的理由：</u> • 該區已非常擠塞。擬議發展會加重該區的交通負荷，亦會阻擋景觀及採光。	 (i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)，以及對 **R11** 的回應(iii)。

申述編號 **(TPB/R/S/H7/20-)**	申述事項	對申述的回應
R606 (個別人士)	• 反對修訂項目 A 及 B。 申述的理由： • 擬議發展會令交通情況惡化，而擬議的建築物高度會產生屏風效應，以及阻礙通風和採光。 • 具體而言，擬議商業用地會令社區用地和樹木減少。	(i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)和對 **R11** 的回應(iii)。 (ii) 請參閱對 **R6** 的回應(iv)。
R608 至 R617、R627 及 R632 (個別人士)	• 反對修訂項目 A 及 B。 申述的理由： • 擬議發展會令交通情況惡化(**R608 至 R617、R627 及 R632**)，而且會對小童的安全構	(i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)。當局會按安全標準進行道路改善工程。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	成威脅(**只限R608**)。	
	• 此外，擬議發展與附近地區的環境格格不入(**只限R615**)。	(ii) 請參閱對**R1至R5**的回應(i)。
	• 擬議發展會影響採光的範圍(**只限R613**)。	(iii) 請參閱對**R11**的回應(iii)。
	• 把地積比率削減至少三成，同時把商業大廈的數目由兩幢縮減至一幢(**只限R616及R617**)。該幢商業大廈應採用低矮(約十層高)的建築物高度輪廓及特別設計(例如頂層空中花園)(**只限**	(iv) 請參閱對**R11**的回應(ix)至(x)及(xii)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	R609 及 R632)。撥出不少於三分之一的土地用作戶外地方／公園／運動空間(**只限 R609 及 R632**)。	
	• 擱置興建停車場及公共運輸交匯處的建議(**只限 R609 及 R632**)。	(v) 請參閱對 **R7 至 R10** 的回應(i)。
	• 將交通設施遷移到地底(**只限 R616 及 R617**)。	(vi) 概念設計已假設將交通設施設於地底。
	• 將入口／出口點由兩個增至三個，以便可直達禮頓道(東行段)、連道及棉花徑。增加加路連山道及棉花徑的行車線。在連道、	(vii) 在屬於主要地區幹路的禮頓道增設一個出入口，技術上不可行，因為此舉可能會造成該出入口車輛與禮頓道車輛爭路的情況，而且亦會影響古樹名木。加路連山道(西段)已建議進行擴闊工程，以闢建迴旋處，從而減少目前在加路連山道用地四周的區內通道所見的車輛爭路情況。關於連接港鐵站的地下行人道，請參閱對 **R1 至 R5** 的回應(iv)。至於闢設運動場的建議，請參閱對

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	加路連山道及禮頓道交界路口增設適當的迴旋處，以加快落山的車流。提供地下行人隧道將擬議發展連接港鐵站。提供運動場地以彌補失去的維多利亞公園和摩頓臺場地，以及闢設更多社區設施供區內居民享用(**只限R617**)。	**R12** 的回應(iii)。
R618至R623、R625及R628 (個別人士)	• 反對修訂項目A及B。 <u>申述的理由：</u> • 擬議發展(包括區域法院)不應設於銅鑼灣，因為銅鑼灣已太擠塞(**只限R619**)。	(i) 請參閱對 **R1 至 R5** 的回應(i)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 擬議發展會癱瘓銅鑼灣的交通(**只限 R618**)。	(ii) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)。
	• 擬議發展會破壞鄰近社區／不利於該區／與附近地區的環境格格不入(**只限 R621、R622、R623 及 R625**)。	(iii) 請參閱對 **R1 至 R5** 的回應(i)和對 **R11** 的回應(iii)。
	• 建築物布局欠佳(**只限 R628**)。	(iv) 請參閱對 **R6** 的回應(i)。
	• 把地積比率削減至少三成，同時把商業大廈的數目由兩幢縮減至一幢。	(v) 請參閱對 **R11** 的回應(ix)及(x)。
	• 將交通設施遷移到地底。	(vi) 概念設計已假設將交通設施設於地底。
	• 增加入口／出口點	(vii) 請參閱對 **R12** 的回應(iv)。

申述編號 **(TPB/R/S/H7/20-)**	申述事項	對申述的回應
	的數目，以便可直達禮頓道(東行段)、連道及棉花徑(**只限 R618 至 R621**)。	
R624 (個別人士)	• 反對修訂項目 A 及 B。 <u>申述的理由：</u> • 擬議發展會帶來人流和車流，而擬議的交通措施未能解決現時的交通問題。 • 交通影響評估結果未能反映現況。 • 把其他小巴路線(例如 28 和 36X)遷至加路連山道用地。	(i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)。 (ii) 請參閱對 **R11** 的回應(vi)至(viii)和對 **R14 至 R30** 的回應(v)。 (iii) 請參閱對 **R7 至 R10** 的回應(i)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 在軒尼詩道電業城外及伊榮街附近地方設立禁止停車地帶。	(iv) 根據交通檢討的結果，在進行擬議的路口改善工程後，擬議發展不會對交通造成無法接受的影響。沿軒尼詩道和伊榮街無須實施交通管理措施。
	• 降低商業發展規模，刪除零售和辦公室部分，以盡量減少對交通的影響。	(v) 請參閱對 **R11** 的回應(ix)及(x)。
	• 闢設可容納 2 至 3 條巴士線的公共運輸交匯處、上落客貨區、15 分鐘免費落客區、旅遊車泊車位，以及校車泊車位。	(vi) 商業發展項目內會預留地方闢設長 105 米的專線小巴停車處。該處亦會提供合共 125 個公眾泊車位，當中 5 個為旅遊車泊車位。
R626 (個別人士)	• 反對修訂項目 A 及 B。 <u>申述的理由：</u>	

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 擬議發展沒有考慮緊鄰地區的實際需要，而且對周邊地區的交通、商業及民生會有負面影響。	(i) 請參閱對 **R1 至 R5** 的回應(i)和對 **R11** 的回應(iii)。
	• 擬議發展只會令發展商得益，違反妥善使用公共土地的原則。	(ii) 請參閱對 **R1 至 R5** 的回應(ii)。
	• 把加路連山道用地劃作「政府、機構或社區」用途，例如診所、幼稚園、託兒所、長者中心、休憩用地及車輛通道。	(iii) 請參閱對 **R6** 的回應(iii)。
R631 (個別人士)	• 反對修訂項目 A 及 B。 <u>申述的理由：</u>	

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	擬議發展會癱瘓銅鑼灣的交通。交通影響評估缺乏有關行人路線和車龍分析的調查數據，不夠全面。	(i) 請參閱對 **R7 至 R10** 的回應(iii)及(iv)、對 **R11** 的回應(vi)至(viii)和對 **R14 至 R30** 的回應(v)。行人評估是交通檢討的一部分。
提供意見 R633 (個別人士)	• 在禮頓道上方或下方闢設行人過路處，以便把加路連山道用地與港鐵站連接起來。 • 採用創新設計，以締造一個在環境、社會及經濟方面符合可持續發展原則的項目。	(i) 除了在用地四周的地面行人通道外，該商業用地日後的發展商須預留地下空間以連接可能會闢設接駁港鐵站的行人通道，而有關設施須進行進一步可行性研究。 (ii) 該商業發展項目的未來發展商和區域法院的項目倡議人會遵守《可持續建築設計指引》，將可大致規管發展項目的樓宇間距、樓宇後移及上蓋面積，確保改善通風、提升居住空間的環境質素，以及增加綠化(尤其在行人層面)。
R634 (個別人士)	• 盡量保留古樹名木，以及盡量提供綠化／戶外康樂場地。	(i) 請參閱對 **R13** 的回應(xiv)。

申述編號 (TPB/R/S/H7/20-)	申述事項	對申述的回應
	• 加入公共服務設施，例如運動場。 • 盡量減輕禮頓道、加路連山道及連道的交通擠塞情況。	(ii) 請參閱對 **R11** 的回應(vii)。 (iii) 根據交通檢討的結果，在進行擬議的路口改善工程後，擬議發展不會對交通造成無法接受的影響。

(2) 城規會收到105份就申述提出的有效意見。提出這些意見的人士包括部分本身是申述人(**R13、R17、R19、R20、R21、R22、R23、R24、R25、R26、R28、R29、R30、R34、R344及R402、R364及R426、R367、R373及R426、R385、R387、R393、R394、R396、R397及R482、R405、R407及R605、R421、R426、R435、R454、R468、R479、R490、R501、R520、R532、R593及R606**)、一名區議員(**C1**)、8個業主立案法團委員會／居民團體(**C96至C103**)、3個地區關注組織(**C3、C94及C95**)以及個別人士。

意見編號 (TPB/R/S/H7/20-)	相關申述	意見摘要	對意見的回應
C1至C93	**反對R6及R11**	• 反對有關商業發展的申述，認為加路連山道用地不應有商業發展，因為銅鑼灣地區現時的道路容車量已飽和，而商業發展可能會為周邊社區帶來噪音污染的問題。**(只限C1至C22、C24至C45及C47至C93)**	(i) 請參閱對**R1至R5**的回應(i)及對**R11**的回應(iii)。
		• 反對有關社區設施總樓面面積限制的申述，認為應在區內提供更多社區設施。**(只限C1至C4、C6、C7、C9至C12、C14、C16至C19、C21至C23、C25至C28、C30至C49、C51至C54、C56至C70及C72至C93)**	(ii) 請參閱對**R6**的回應(iv)。

意見編號 (TPB/R/S/H7/20-)	相關申述	意見摘要	對意見的回應
		• 反對有關公眾休憩用地的申述，認為應設置大型和方便前往的休憩用地，並由政府負責管理。**(只限 C1 至 C7、C10、C11、C13 至 C19、C21、C22、C24 至 C28、C32 至 C45、C47 至 C49、C51、C53、C54、C56 至 C70、C72 至 C74 及 C78 至 C93)**	(iii) 請參閱對 **R6** 的回應(iii)。
		• 反對有關搬遷小巴總站至加路連山道用地的申述，認為此舉會切斷小巴總站與港鐵站之間的連接。**(C1 至 C12、C14 至 C28、C30 至 C45、C47 至 C63 及 C65 至 C93)**	(iv) 請參閱對 **R7 至 R10** 的回應(i)。

意見編號 (TPB/R/S/H7/20-)	相關申述	意見摘要	對意見的回應
C94 至 C103	反對 **R6**	• 必須在分區計劃大綱圖上施加總樓面面積限制和其他規定，以確保未來的發展不會使當區的承受力超出負荷。	(i) 分區計劃大綱圖上的「商業(2)」地帶及「政府、機構或社區(2)」地帶的最大總樓面面積已分別限於 100 000 平方米和 70 000 平方米內。
		• 應在分區計劃大綱圖上訂明加路連山道用地和周邊地區的限制，以確保該用地的特色得以保留，並融入未來發展。	(ii) 未來的發展商和項目倡議人須依照《說明書》的規定，並根據租契／土地文件，保存古樹名木，並保護砌石牆。
		• 建議增設的社區設施會使人流和交通量增加，所以有關設施的樓面面積應計入商業地帶的總樓面面積內。	(iii) 請參閱對 **R6** 的回應(iv)。
		• 把加路連山道用地發展成社區樞紐會使現時的交通和環境狀況惡化，對當區居民造成損害。	(iv) 鄰舍休憩用地旨在為鄰近社區而設。此外，請參閱對 **R11** 的回應(iii)。
		• 由於區域法院有特殊的運作需求，把區域法院與商業及社區用途結合並不理想，所以沒有必要	(v) 請參閱對 **R6** 的回應(ii)。

意見編號 (TPB/R/S/H7/20-)	相關申述	意見摘要	對意見的回應
		將整個加路連山道用地改劃作「綜合發展區」。	
		• 倘項目倡議人必須根據條例第16條提交總綱發展藍圖，則項目倡議人必須同時提交一份全面的最新交通影響評估、園境設計總圖、行人通道設施的位置圖、車輛出入口以及停車位及上落客貨設施的位置圖，以及一份就商業樓面面積的供求進行的市場調查報告。	(vi) 請參閱對 **R6** 的回應(ii)及(iii)。
		• 商業大樓和區域法院的布局會產生屏風效應，影響毗鄰住宅樓宇的採光、通風和景觀開揚度。	(vii) 請參閱對 **R13** 的回應(x)至(xii)。
		• 分區計劃大綱圖應訂明從休憩用地至少後移40米的規定。	(viii) 請參閱對 **R13** 的回應(xiii)。
	反對 R11及R35	• 由於區域法院有特殊的運作需求，把區域法院與商業及社區用途結合並不理想。	(ix) 請參閱對 **R6** 的回應(ii)。

意見編號 (TPB/R/S/H7/20-)	相關申述	意見摘要	對意見的回應
		• 由私人發展商負責設計和建造政府設施不切實際和容易出現問題。	(x) 政府將會落實區域法院的發展計劃。
		• 關注私人發展項目內的公眾休憩用地的管理問題。	(xi) 請參閱對 **R6** 的回應(iii)。
		• 擬建的露天廣場會產生噪音。	(xii) 未來的發展商須證明在休憩用地上闢建露天廣場在技術上可行。另外，請參閱對 **R6** 的回應(iii)。
		• 區域法院的「超級大廈」設計與周邊環境不協調，並會帶來負面的環境、視覺和通風影響。	(xiii) 備悉。
		• 只興建一條單向行車道，並在加路連山道和連道的交界處設置落客區的擬議道路設計並不合適。	(xiv) 備悉。
		• 反對加路連山道用地有酒店用途，因為目前區內已有足夠的酒	(xv) 請參閱對 **R1** 至 **R5** 的回應(i)。由於周邊地區主要用作商

意見編號 (TPB/R/S/H7/20-)	相關申述	意見摘要	對意見的回應
		店。	業用途，酒店發展與該等商業用途相互協調，不會造成不能接受的影響。因此，把酒店保留在「商業(2)」地帶內經常准許的用途，實屬恰當。不過，有關用地會否用作辦公室或酒店或兩者混合用途，則須視乎市場環境而定。
C104	**反對 R6、R11 及 R35**	• 請參閱上述 **C94 至 C103**。	(i) 請參閱對 **C94 至 C103** 的回應(i)至(xv)。
	反對 R6	• 反對移除古樹名木及牆樹。	(ii) 請參閱對 **R13** 的回應(xiv)。
		• 反對把擬議商業發展項目的建築物高度由主水平基準上 135 米增至主水平基準上 150 米。	(iii) 備悉。
		• 反對在禮頓道增設大型車輛出入口。	(iv) 備悉。
C105	**反對 R34**	• 規劃署在遵行政府政策方面有偏	應注意規劃署已把建議修訂和申述

意見編號 (TPB/R/S/H7/20-)	相關申述	意見摘要	對意見的回應
		頗之處，導致城規會委員忽視自己審視發展計劃帶來的長遠影響的責任。	人／提意見人的意見等相關資料提交城規會考慮，讓委員可在掌握足夠資料的情況下作出決定。

對有關交通影響評估具體細節的理由的回應

對於有關交通影響評估具體細節的問題，政府綜合回應如下：

(a) 交通模型假設— 繁忙時間的考慮

一些申述人指，周末的交通較平日繁忙，故應以周末來評估有關發展對交通的影響。根據 2015 年至 2018 年交通統計年報的交通數據，平日上午繁忙時間的平均繁忙時間交通流量，較周末上午繁忙時間的平均繁忙時間交通流量為高，而平日下午繁忙時間的平均繁忙時間交通流量則與周末下午繁忙時間的平均繁忙時間交通流量相同。另根據以往的交通數據，加路連山道用地附近的主要路口在周末下午繁忙時間的交通情況較平日下午繁忙時間的交通情況為佳。此外，加路連山道用地發展項目所產生的交通流量在平日繁忙時間將會較大，因為預計周末期間辦公室及法庭用途所產生／吸引的交通流量不大。因此，交通檢討以典型的平日作為交通模型。

(b) 所採用的觀察年份和設計年份

一些申述人認為該交通影響評估已過時，因為有關的交通調查是在 2017 年進行的。在交通檢討中，設計年份是假設在加路連山道用地的擬議發展項目落成後五年，即 2031 年。評估交通影響時，2017 年觀察所得的交通數據僅作為基線狀況，而有關預測是假設每年交通增長率為 0.1%，計至設計年份。有關評估在進程中已顧及加路連山道用地附近各個已承諾／已計劃進行的主要發展項目（包括位於禮頓道 66 號的保良局總部重建項目，以及在進行檢討期間已知的其他計劃進行的重建項目)。就實際情況而言，2015 至 2018 年期間銅鑼灣區的交通流量每年普遍減少 1%至 0.42%。因此，在交通檢討中，交通流量每年增加 0.1%，是符合實際情況的保守假設。

(c) 預留容車量和行人路服務水平

一些申述人指進行擬議發展後，個別路口的預留容車量有所減少或維持在 15%以下的水平，未達運輸署通常所接受的水平(即 15%)。預留容車量是以預測的交通流量為依據，並按照《運輸策劃及設計手冊》所載的指引計算。對於新發展區的規劃而言，預留容車量達 15%是最理想的情況，但這並非絕對分界點。較此為低的正數不一定就代表交通狀況不可接受。

實際上，正數已代表有剩餘的容量。根據評估結果，實行擬議發展和路口改善方案後，加路連山道用地附近各主要路口的預留容車量和設計流量／容車量比率將分別為正數及低於 0.85。此外，預計所有路口的車龍都不會延伸至上游的下一個路口，情況可以接受。

關於邊寧頓街／禮頓道的行人過路處的服務水平，D 等服務水平意指「在此等級的服務水平，人流尚算流暢，但行人之間容易發生碰撞」。由於擬議發展項目附近的行人路和行人過路處大多處於 C 等或以上的服務水平(即理想)，故此路口的行人過路處的運作情況仍然可以接受。

(d) 車輛堆塞、非法泊車、對內街的影響和特別活動

雖然車輛堆塞和非法泊車是導致現時交通擠塞的原因，但這涉及司機行為及執法方面的問題，與該發展項目存在與否無關。此外，加路連山道用地內除了會為發展項目提供附屬泊車設施外，還會闢設公眾停車場，以應付附近一帶的泊車需求。然而，在計算路口的容車量時，適切應用了令路口容車量折減的地盤因素，以計及車輛堆塞和非法泊車所造成的影響。至於會採用何種因素，視乎實地觀察的情況而定。

待落實擬議路口改善工程後，在擬議發展項目落成後，所有主要的路口會有足夠的容車量。一般而言，在繁忙時段，大部分車輛均能在不多於一次交通燈號轉燈前離開這些路口，車龍亦不會持續累積至妨礙主要道路與內街之間的交通。此外，預計擬議發展對內街及內陸區造成的交通影響不會嚴重，因為往來加路連山道用地的車輛主要會在主要道路／街道行駛。

當有活動在香港大球場舉行時，香港警務處會實施特別交通及運輸安排(包括封路及改道)，以控制人流及保障道路安全。運輸署會在事前公布相應的交通通告，通知公眾有關的交通安排。

(e) 緊急車輛的通行

至於有關緊急車輛通行的問題，在日後的道路網絡和擬議的改善工程完成後，將可應付擬議發展所產生的額外交通量。預計加路連山道用地附近各主要路口的交通情況在擬議發展落成之前和之後將會相若，而緊急車輛在緊急行動期間會遇到的交通情況亦會與現今的情況相若。在任何情況下，當救護車因交通擠塞而受阻，消防處都會出動急救醫療電單車。急救醫療電單車配備輔助醫療設備，為市民提供快捷迅速的院前輔助醫療救護服務。

(f) 運輸設施和遷移小巴總站

為了紓緩加路連山道用地外現時道路網絡所造成的交通影響，當局已建議進行路口改善工程，以令行車更暢順，並增設迴車道。為申述用地內的發展項目提供的內部交通及行人設施，將於進行內部布局設計時決定。至於遷置設於蘭芳道及附近一帶的小巴總站一事，雖然現時的用途地帶有訂明此設施，但最終的安排(包括是否把該設施遷往加路連山道用地和設置專線小巴中途站)仍須待運輸署進行進一步商議及徵詢地區持份者的意見後，方可定案。

Provision of Major Community Facilities in Wan Chai District
在灣仔區提供的主要社區設施

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

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

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

Note 註：

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

The requirements excludes planned population of transients and the provision is based on the information as at January 2020.
有關要求不包括流動居民，供應所根據的資料為截至2020年1月。

Δ Provided by Social Welfare Department. The figure refers to the number of subsidised (Residential Care Homes for the Elderly) RCHE places. The total number of RCHE within the district, including both subvented and self-financing RCHE, is 572.
由社會福利署提供。有關數字為資助安老宿位。區內津助和自負盈虧安老院舍共提供572個安老宿位。

~ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.
此乃長遠目標，在規劃和發展過程中，社會福利署會就實際提供的服務作出適當考慮。

^ The facilities belong to the centre-based facilities of Community Care Services (CCS). The planning standard of the CCS Facilities (including both centre-based and home-based) is population-based. There is no rigid distribution between centre-based CCS and home-based CCS stated in the Elderly Services Programme Plan. Nonetheless, in general, 60% of CCS demand will be provided by home-based CCS and the remaining 40% will be provided by centre-based CCS.
這些設施屬於以中心為本的社區護理服務。社區照顧服務設施(包括中心為本及家居為本)的規劃標準是以人口為基礎。《安老服務計劃方案》對中心為本及家居為本的社區照顧服務的分配沒有硬性的規定。不過，一般來說，家居為本的服務及中心為本的服務分別滿足六成和四成社區照顧服務方面的需求。

tpbpd

寄件者:	Clarisse Yeung <clarisseysy@gmail.com>
寄件日期:	27日09月2019年星期五 23:43
收件者:	tpbpd
主旨:	就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見
附件:	residents.pdf; wanchai.pdf; clarisse.pdf; arthur.pdf

TPB/R/S/H7/20-
C1 to C93

致　城規會秘書：

附上 105 份就《黃泥涌分區大綱草圖 S/H7/20》的申述提出的意見。謝謝。

楊雪盈議員辦事處
謹啟

二零一九年九月二十七日

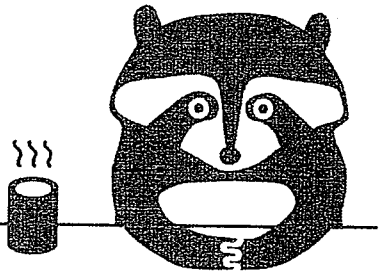
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TPB/R/S/H7/20-C1

楊雪盈議員辦事處 Office of Clarisse Yeung, District Councilor

香港銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Road, Causeway Bay, Hong Kong

5210 9120 clarisseysy@gmail.com 楊雪盈 Clarisse Yeung



致 城市規劃委員會：

就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見

本人現就《黃泥涌分區大綱草圖S/H7/20》的申述提出以下意見：

1. 本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。

2. 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。

3. 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。

4. 本人反對於加山興建小巴總站取代蘭芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

灣仔區議員
楊雪盈 謹啟

二零一九年九月二十七日

申述人姓名：楊雪盈
身份證號碼：[redacted]
電郵地址：clarisseysy@gmail.com

TPB/R/S/H7/20-C2

楊子雋 Arthur Yeung

灣仔起步 Kickstart Wan Chai

樂活社區專員 Community Organiser, Broadwood

☎ [redacted] 楊子雋 Arthur Yeung



致　城市規劃委員會：

就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見

本人現就《黃泥涌分區大綱草圖S/H7/20》的申述提出以下意見：

1. 本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。

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灣仔起步
樂活社區專員
楊子雋　謹啟

二零一九年九月二十七日

申述人姓名：楊子雋
身份證號碼：[redacted]
電郵地址：[redacted]

TPB/R/S/H7/20-C3

灣仔起步
Kickstart Wan Chai !

致　城市規劃委員會：

就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見

本組織現就《黃泥涌分區大綱草圖S/H7/20》的申述提出以下意見：

1. 本組織反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將蠶蝕附近寧靜的社區環境。

2. 本組織支持在用地內增加社區設施，提供安老及文娛服務。因此本組織反對R6有關限制社區設施樓面面積的申述。

3. 本組織支持興建方便易達、由政府部門管理的大型公共開放空間。因此本組織反對R6有關限制開放空間面積的申述。

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灣仔起步

二零一九年九月二十七日

申述團體：灣仔起步
申述人代表姓名：張倩盈
身份證號碼：[redacted]
電郵地址：[redacted]

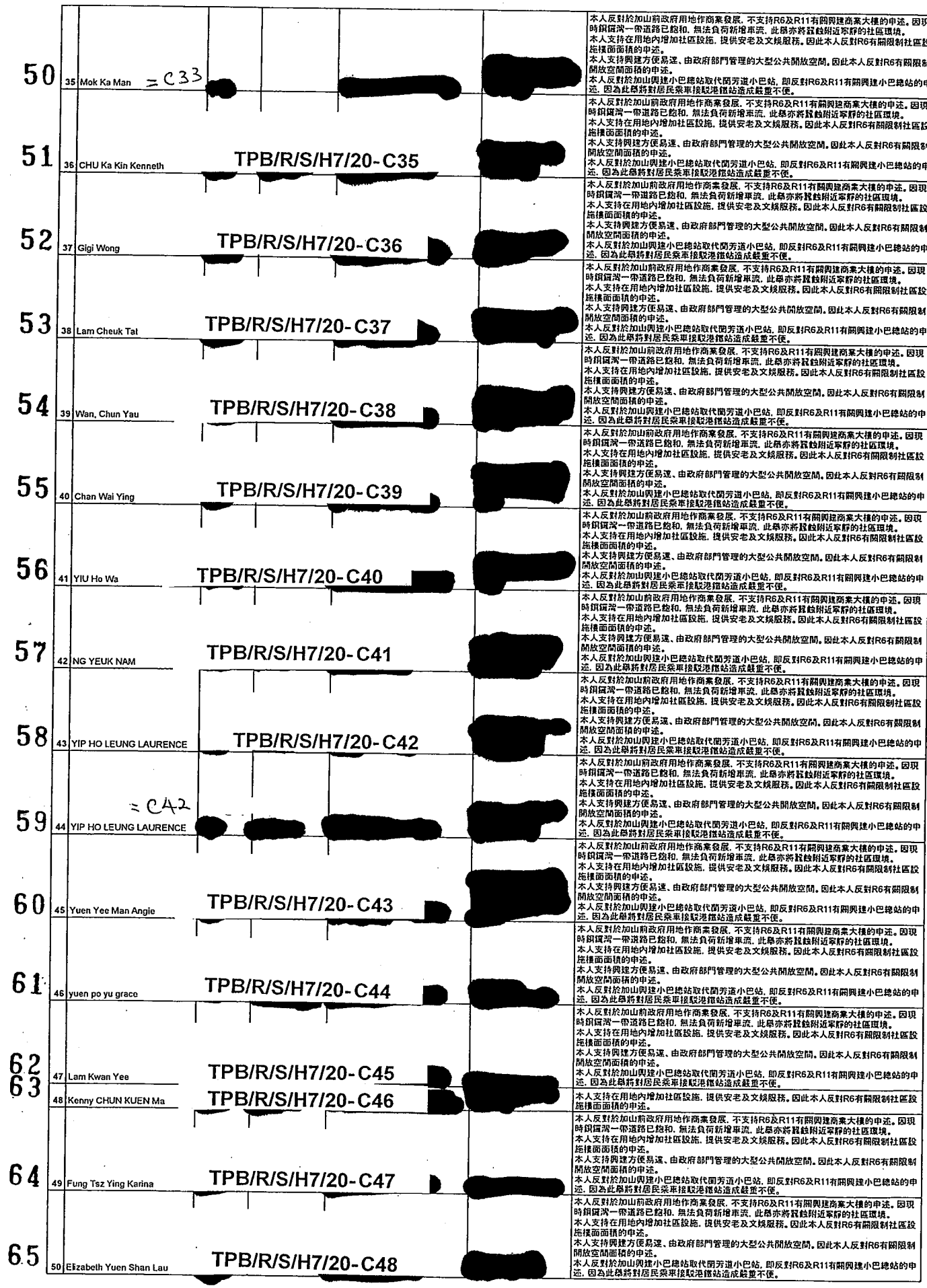
		姓名	身份證號碼	電話	電郵	地址	就《黃泥涌分區大綱草圖S/H7/20》的申述提出意見
16	1	tsang yiu keung			TPB/R/S/H7/20-C4	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
17	2	ng yee fong			TPB/R/S/H7/20-C5	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
18	3	ng yee fong		= C5		[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
19	4	Fung Ho San			TPB/R/S/H7/20-C6	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
20	5	Chung siu ming			TPB/R/S/H7/20-C7	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
21	6	Wong Yick Wan Judy			TPB/R/S/H7/20-C8	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
22	7	Lau hak heung			TPB/R/S/H7/20-C9	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
23	8	Wong lai sze			TPB/R/S/H7/20-C10	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
24	9	Chan chi wai			TPB/R/S/H7/20-C11	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
25	10	FONG TING NIKITA			TPB/R/S/H7/20-C12	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
26	11	Chu Wan Kam			TPB/R/S/H7/20-C13	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。
27	12	HONG HIU WING			TPB/R/S/H7/20-C14	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
28	13	Cheung Siu Fun Sylvia			TPB/R/S/H7/20-C15	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
29	14	Genevieve Yang			TPB/R/S/H7/20-C16	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
30	15	Ng Law Bik Kwan Danny			TPB/R/S/H7/20-C17	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
31	16	HOLLAND, Trevor Alan			TPB/R/S/H7/20-C18	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
32	17	Lai Kam Cheung			TPB/R/S/H7/20-C19	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

[redacted]

34	19	tang ka lam alan	TPB/R/S/H7/20-C20	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
35	20	Li Chun Yin	TPB/R/S/H7/20-C21	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
36	21	Lai Kwan Wai	TPB/R/S/H7/20-C22	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
37	22	grayson cheung	TPB/R/S/H7/20-C23	[redacted]	本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
38	23	Wong Tsz wan	TPB/R/S/H7/20-C24	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持興建方便易達、由政府部門管理的大型公共開放空間，因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
39	24	Cynthia Cheng	TPB/R/S/H7/20-C25	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
40	25	Tse Wing Han	TPB/R/S/H7/20-C26	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
41	26	TSE SUN LUNG ALAN	TPB/R/S/H7/20-C27	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
42	27	Lee Ching Lam Donna	TPB/R/S/H7/20-C28	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
43	28	Debbie Sin Yee Lai	TPB/R/S/H7/20-C29	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。

[redacted]

45	30	林衍庶	TPB/R/S/H7/20-C30	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
46	31	Lam Pik kwan	TPB/R/S/H7/20-C31	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
47	32	Tse Wai Yue	TPB/R/S/H7/20-C32	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
48	33	MOK KA MAN	TPB/R/S/H7/20-C33	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
49	34	Leung Hau Hong	TPB/R/S/H7/20-C34	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。



50	35	Mok Ka Man = C33	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
51	36	CHU Ka Kin Kenneth TPB/R/S/H7/20-C35	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
52	37	Gigi Wong TPB/R/S/H7/20-C36	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
53	38	Lam Cheuk Tat TPB/R/S/H7/20-C37	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
54	39	Wan, Chun Yau TPB/R/S/H7/20-C38	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
55	40	Chan Wai Ying TPB/R/S/H7/20-C39	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
56	41	YIU Ho Wa TPB/R/S/H7/20-C40	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
57	42	NG YEUK NAM TPB/R/S/H7/20-C41	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
58	43	YIP HO LEUNG LAURENCE TPB/R/S/H7/20-C42	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
59	44	YIP HO LEUNG LAURENCE = C42	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
60	45	Yuen Yee Man Angie TPB/R/S/H7/20-C43	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
61	46	yuen po yu grace TPB/R/S/H7/20-C44	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
62	47	Lam Kwan Yee TPB/R/S/H7/20-C45	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
63	48	Kenny CHUN KUEN Ma TPB/R/S/H7/20-C46	本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。
64	49	Fung Tsz Ying Karina TPB/R/S/H7/20-C47	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
65	50	Elizabeth Yuen Shan Lau TPB/R/S/H7/20-C48	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑽灣一帶道路已飽和，無法負荷新增車流，此舉亦將對鄰近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

66	51	Ho Sui Wa	TPB/R/S/H7/20-C49	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
67	52	Tsoi Kin Wan	TPB/R/S/H7/20-C50	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
68	53	KONG CHUN LAM LESLIE	TPB/R/S/H7/20-C51	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
69	54	Fung Yuen Shan	TPB/R/S/H7/20-C52	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
70	55	Chan Yee Lok	TPB/R/S/H7/20-C53	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
72	57	Leung WAi On	TPB/R/S/H7/20-C54	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
73	58	Vivian Lau	TPB/R/S/H7/20-C55	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
75	60	翁振傑	TPB/R/S/H7/20-C56	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
76	61	But Wai Mei	TPB/R/S/H7/20-C57	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
77	62	Divya Vaze	TPB/R/S/H7/20-C58	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
78	63	陳建榮	TPB/R/S/H7/20-C59	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
80	65	Ng K.L.	TPB/R/S/H7/20-C60	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
81	66	Lo Yat Kai Stanley	TPB/R/S/H7/20-C61	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貶蝕附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代園芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

82	67	Leung Su Wing Connie	TPB/R/S/H7/20-C62	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]				
84	69	TANG Lai Mui Rosemarie	TPB/R/S/H7/20-C63	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間，因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
85	70	Wu Man Leung	TPB/R/S/H7/20-C64	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間，因此本人反對R6有關限制開放空間面積的申述。
86	71	Chan yin wan	TPB/R/S/H7/20-C65	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
87	72	Chen Ka Pang	TPB/R/S/H7/20-C66	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
88	73	Benson Zhenghao Chen	TPB/R/S/H7/20-C67	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
89	74	Eric Zhengbin Chen	TPB/R/S/H7/20-C68	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
90	75	cheng wai yee	TPB/R/S/H7/20-C69	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
91	76	Lava can Eden bino	TPB/R/S/H7/20-C70	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
92	77	TANG MONG YING MONI	TPB/R/S/H7/20-C71	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
93	78	Paul Leslie Mallia	TPB/R/S/H7/20-C72	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
94	79	Kai Ming Po	TPB/R/S/H7/20-C73	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
95	80	Chan Wai wing helen	TPB/R/S/H7/20-C74	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
96	81	LAM YUN LEUNG	TPB/R/S/H7/20-C75	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
97	82	LAM KIT YING	TPB/R/S/H7/20-C76	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽觸附近家舒的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

98	83 LAM KA KI	TPB/R/S/H7/20-C77	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
99	84 盧綺揚	TPB/R/S/H7/20-C78	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
100	85 Ma Chi Hang	TPB/R/S/H7/20-C79	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
101	86 Lam Wing Suet	TPB/R/S/H7/20-C80	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
[redacted]			
104	89 Ng Moon Tong	TPB/R/S/H7/20-C81	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
105	90 Kwok Oi Yin Maggie	TPB/R/S/H7/20-C82	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
106	91 Chan Yuk Ching Ellan	TPB/R/S/H7/20-C83	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
107	92 Chan Yuk Ching Ellan =C83	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
108	93 Pang Lo Mei	TPB/R/S/H7/20-C84	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
109	94 Hui Ming Chun Cindy	TPB/R/S/H7/20-C85	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
110	95 Yim Hong	TPB/R/S/H7/20-C86	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
111	96 Behrens Chee Sau Chun Bella	TPB/R/S/H7/20-C87	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
112	97 吳悅昌	TPB/R/S/H7/20-C88	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銀鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將貽蝕附近家靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

113	98	Connie Cheung	TPB/R/S/H7/20-C89		本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴重影響附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
114	99	呂盖慧子	TPB/R/S/H7/20-C90	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴重影響附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
115	100	Wong Pui Shan	TPB/R/S/H7/20-C91	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴重影響附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
116	101	Chan Ming Sing	TPB/R/S/H7/20-C92	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴重影響附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。
117	102	Watt Ka Wah	TPB/R/S/H7/20-C93	[redacted]	本人反對於加山前政府用地作商業發展，不支持R6及R11有關興建商業大樓的申述。因現時銅鑼灣一帶道路已飽和，無法負荷新增車流，此舉亦將嚴重影響附近寧靜的社區環境。 本人支持在用地內增加社區設施，提供安老及文娛服務。因此本人反對R6有關限制社區設施樓面面積的申述。 本人支持興建方便易達、由政府部門管理的大型公共開放空間。因此本人反對R6有關限制開放空間面積的申述。 本人反對於加山興建小巴總站取代閩芳道小巴站，即反對R6及R11有關興建小巴總站的申述，因為此舉將對居民乘車接駁港鐵站造成嚴重不便。

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主旨: Caroline Hill Planning Concern Group comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C94

Caroline Hill Planning Concern Group

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

Caroline Hill Planning Concern Group

Representor: **Caroline Hill Planning Concern Group**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the .provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called **'community focal point'** in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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主旨: Jardine's Lookout Concern Group comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C95

Jardine's Lookout Concern Group

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

Jardine's Lookout Concern Group

Representor: **Jardine's Lookout Concern Group**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

2

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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主旨: The Owners Corporation Committee of Linden Height comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C96

The Owners Corporation Committee of Linden Height

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Linden Height

Representor: **The Owners Corporation Committee of Linden Height**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

3

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨: The Owners Corporation Committee of Flora Garden comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C97

The Owners Corporation Committee of Flora Garden

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Flora Garden

Representor: **The Owners Corporation Committee of Flora Garden**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

4

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

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Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

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4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

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In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨: The Owners Corporation Committee of Cavendish Heights (Block 8) comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Cavendish Heights (Block 8)

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Cavendish Heights (Block 8)

Representor: **The Owners Corporation Committee of Cavendish Heights (Block 8)**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

5

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf
重要性: 高

TPB/R/S/H7/20-C99

The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
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Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)

Representor: **The Owners Corporation Committee of Cavendish Heights (Blocks 1-7)**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

6

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨: The Owners Corporation Committee of Wing On Towers comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C100

The Owners Corporation Committee of Wing On Towers

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Wing On Towers

Representor: **The Owners Corporation Committee of Wing On Towers**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

7

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
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   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨: The Owners Corporation Committee of Park Garden comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C101

The Owners Corporation Committee of Park Garden, Tai Hang Drive

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Park Garden, Tai Hang Drive

Representor: **The Owners Corporation Committee of Park Garden, Tai Hang Drive**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

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Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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主旨: The Owners Corporation Committee of Tai Hang Terrace comments on the Representations on OZP S/H7/20

附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C102

The Owners Corporation Committee of Tai Hang Terrace

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Tai Hang Terrace

Representor: **The Owners Corporation Committee of Tai Hang Terrace**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

9

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report; including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨: The Owners Corporation Committee of Butler Towers comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

TPB/R/S/H7/20-C103

The Owners Corporation Committee of Butler Towers

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Butler Towers

Representor: **The Owners Corporation Committee of Butler Towers**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

10

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

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Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

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2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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主旨: The Owners Corporation Committee of Butler Towers comments on the Representations on OZP S/H7/20
附件: R6_hysan_comments.pdf; R35_Doctoral_comments.pdf

重要性: 高

The Owners Corporation Committee of Butler Towers

27th September 2019

RE: Comments on the Representations on Outline Zoning Plan S/H7/20

Dear Secretary of the Town Planning Board,
We would like to make our comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wan Chai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents (R6_hysan_comments & R35_Doctoral_comments)for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Yours Faithfully,

The Owners Corporation Committee of Butler Towers

Representor: **The Owners Corporation Committee of Butler Towers**

Full name of Representor's Representative: Hui Ming Chun Cindy

HKID No. of Representor's Representative: [redacted]

Email Address: [redacted]

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Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report, including at least one weekday and Saturday, and events at the Hong Kong Stadium and Happy Valley Racecourse, in order to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in OZP and the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

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    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

tpbpd

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主旨: Residents of Jardine's Lookout(Representation No. TPB/R/S/H7/20-28) comments on the Representations on OZP S/H7/20
附件: TPBRSH720-28.pdf

TPB/R/S/H7/20-C104

Residents of Jardine's Lookout

(Representation No. TPB/R/S/H7/20-28)

27th September 2019

Dear Secretary of the Town Planning Board,

We would like to make the following comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wanchai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Thank you for your attention.

Yours Faithfully,

Residents of Jardine's Lookout

Representor: Residents of Jardine's Lookout

Full name of Representor's Representative: Lam Wai Man Anson

HKID No. of Representor's Representative: [redacted]

Email Address:ansonlamdc@gmail.com

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中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China

灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

Residents of Jardine's Lookout

(Representation No. TPB/R/S/H7/20-28)

27th September 2019

Dear Secretary of the Town Planning Board,

We would like to make the following comments in regard to the following Representations, on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

1. Representation No. TBP/R/S/H7/20-6 (Representor: Hysan Development Projects Limited),
2. Representation No. TBP/R/S/H7/20-11 & 35 (Representor: Wanchai District Councilor Ng Yuen-ting & Representor: Doctoral Exchange)

Please refer to the attached documents for the details and reasons for our comments and/or objections to the above representation, for your kind consideration.

Thank you for your attention.

Yours Faithfully,

Residents of Jardine's Lookout

Representor: **Residents of Jardine's Lookout**

Full name of Representor's Representative: Lam Wai Man Anson

HKID No. of Representor's Representative: [redacted]

Email Address:ansonlamdc@gmail.com

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Hong Kong Special Administrative Region
of the People's Republic of China

灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

Representation No. TPB/R/S/H7/20-11 & TPB/R/S/H7/20-35 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Below items proposed by the above Representations have drawn our special concern and we would like to raise our following comments and objections, for the Town Planning Board further consideration:

Items proposed by the Representation No. R11 & R35:

1. The subject Site should be redeveloped under one parcel of land instead of two segregated lots.
2. The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.
3. Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District.
4. The design, disposition and height of the District Court.
5. Provision of one vehicular ingress and egress at the rear part of the site.
6. Alternative options of allocating commercial areas.

Our Comments and or/ Objections to the above items:

1. The idea of amalgamation of G/IC site with commercial site to form a single development in order to facilitate development mix of commercial, community and the open space to form a coherence design is applicable to many other site, but not at CHR site. The reason for this is the presence of a District Court.

    - Special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due

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to specific services provided therein, may cause unease and concern to the neighborhood.

- For mutual security purposes, District Court require stand-alone sites and should
  preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location.
- Since the Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We do not see there is a need to integrate the District Court and to rezone the whole of the CHR site to one single lot.

2. To entrust a private developer to design and construct a Government facility of highly sensitive nature and with strict surveillance is not practical and vulnerable. Given the fact that the Government will be the end user, the District Court and the other development should be implemented separately by different agents.

3. We welcomed the provision of more green open space in CHR site. However, we are of great concern as our city has poor track record of ensuring these privately owned open spaces are well managed and for the real enjoyment of the public.

   - The open space dedicated for public use is located on private land. The title of the land belongs to the private developer, who has the obligation to manage the open space. The lease and deed of dedication did not set out detailed design or management requirements, leaving private managers largely free to do whatever they wanted. The social concern over privately owned public spaces began in 2008, when Times Square was found to have forbidden people from sitting or lingering in its open space. In 2018, the High Court approved Time's Square's request to ban street performance at the ground floor piazza and open walkways. As this representation proposed to provide a 12,000m2 open space and plaza, we really doubt this large piece of privately managed open spaces will serve its true function for public enjoyment.
   - The situation is further complicated by the proposed of an amphitheatre, which take up a certain amount open space right in the middle of the site as shown in the proposed layout. An amphitheatre is an open-air venue designed for performances, promotion events, outdoor exhibitions, band concerts and other entertainment events. The activities carried out may generate abundant noise, create nuisance and obstruct pedestrians. Many of us can still recalled Canton-pop singer, Alan Tam's concert held at HK Stadium in 1994, drew hundreds of noise complaints from the neighborhood. As CHR site is located in

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a close proximity to the quiet residential area, even a low level of noise or nuisance is very irritating to the residents. Therefore, it is not difficult to see the result is banning of the events and activities by the management. The amphitheatre will soon losing its function for social gathering and activities, but just a hard-paved open space. Therefore in terms of its nature, location, noise and nuisances that may cause, obstruction to the pedestrian and from management point of view, we strongly object the proposal to implement an amphitheatre.

4. The design and appearance of the District Court is inconsistent and incompatible with the surrounding context and land use character. The disposition of the block will create a huge wall effect despite the opening of a "hole" in the middle. The reflective glass effect of the huge curtain wall is disastrous to the environment. Together with the enormous height, this massive structure is awkward and detrimental to the overall context of the district. This super block would result in significant adverse environmental, visual and air ventilation impact which is totally unacceptable by the general public.

5. According to the layout, a new access road is proposed at the rear part of the site in a southeastern to northwestern direction to serve the whole development.

    - For such a large scale mixed development resulting in an additional over 600 parking spaces, including L/UL facilities, facilities for Correctional Services Department, minibus and taxi stops, the provision of only one number of one-way vehicular access from the southern part of Caroline Hill Road to the eastern part of Caroline Hill Road is not acceptable. It is foreseeable that large amount of traffic will be queuing into the development via a "back lane" from Caroline Hill Road south, and then discharge into a sub-standard road at Caroline Hill Road east, in which the road design obviously cannot cater for such a traffic column.
    - As the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. The extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road at the rear part of the site will only impose burden on the existing road network, and in turn creating more bottlenecks.
    - Furthermore, a drop-off area is proposed to be located at the junction of Caroline Hill Road and Link Road. It is one of the busiest junction serving the uphill vehicles and Caroline Hill Road. Queuing up of vehicles for dropping off

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and picking up passengers will result in blockage of the traffic lane. The consequence is tailing back of traffic to Leighton Road.

6. We strongly opposed the combination of hotel uses to CHR site. As Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.
    - Four alternative options are detrimental to the adjacent context and neighborhood, in respect of their scale and disposition.
    - Hundreds of alternative approaches could be drawn. Therefore the basis for setting up the parameters is of the utmost importance. If one of the important basis is the TIA, we strongly urged the Government or the developers to conduct a comprehensive and updated TIA to justify the development schedule.

Conclusion

In terms of the scale, planning, layout, design, disposition, traffic, environmental impact, this proposal failed to deliver a scheme that can tailor with the overall context and the environment. We are deeply regret that the inherit traffic problem is yet to be resolved, but the new proposal not only cannot provide a good overall planning, it actually result in serious impacts on the livability of the local residents.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the Government or the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the

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redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

除上述意見外，我們還有以下幾點補充:

1.反對無理移除古樹、名木及護土石牆

2.反對把政府提議 135 米高商業大廈再增高至 150 米

3.反對在交通流量已超出負荷的禮頓道再增加多一個大型車路人口

4.反對移除重要樹木及護石牆

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灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

Representation No. TPB/R/S/H7/20-6 on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20

Representation No. R6	Descriptions	Reasons of our comments and/or objections to the representation
Item 1.3(a)	Objection to the Notes for the "C(2)" zone to stipulate the restriction on GFA and the requirements regarding the provision of GIC and a public open space.	• The government proposed development intensity of the CHR site is proposed with due regard to the carrying capacity of the local road network. The restriction on GFA had been drawn and stipulated in the Notes of the plan was based on the findings of the Traffic Review, which is supported by a Traffic Impact Assessment Report. • We would like to stress the importance of imposing restriction on GFA and other requirements on the OZP is not to hinder the long term future or "vision" of CHR site, but to ensure and safeguard the future development not to exacerbate the carrying capacity of the existing road network, environment, visual, density, as well as the overall context of the local district.
Item 5.1	The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site.	• CHR site is not a piece of virgin land sitting in the mid of nowhere. It has a strong relationship with surrounding neighborhoods, road networks and context. • The site itself has inherited a number of valuable characters, such as the OVTs, stone retaining walls together with the trees and the historical valued drainage pipes. All these should be preserved and form part of the constraints for any future development. • In order to ensure these special characters could be maintained and form part of the future development, constraints within the site as well as constraints from the adjacent neighborhood are unavoidable to form part of the requirements in the OZP.

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Item 5.3	Proposed Government and Community Facilities	• We do not have adverse comment on the proposed additional community facilities. • However, as these additional facilities would likely to generate additional pedestrian and traffic flow, the community facilities as listed in Table 1(except District court) should be included in the total GFA of the Commercial Zone.
Item 6.3	The CHR site needs to be considered as a community focal point for the Wan Chai District.	• A community focal point means a local hub for a band of social, gathering, financial, office spaces, entertainment, retail, recreation, health centre, etc. With the aim of an integrated planning to draw people together and to enrich the lives of the local community and residents. • Ironically, Causeway Bay is already a community focal point for the Wan Chai district. Within this district, everywhere, every streets and every buildings are already a focal point. Every day, these landmarks attract millions of pedestrian and vehicles to cluster in this vibrant and lively district. • As a private developer, the above situation would of course bring in a huge revenue. However, we, as the local residents and community, **DO NOT NEED** another so-called '**community focal point**' in our neighborhood. This would only create another traffic loops and chaos, eventually extending the congestion zone beyond the boundary without limit, and in turn affect the environment and the health of the local residents.

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Item 9.1 Item 9.1.1	Rezone the whole of the CHR site to CDA A comprehensive development to integrate the district court, commercial, the community uses and the open space.	• There are a number of merits to the CDA zoning, especially to facilitate a comprehensive layout and planning control over the development mix of commercial, community and the open space to form a coherence design, so as to enable easy accessibility and enjoyment by the public. • However, special attention should be drawn to the nature of the district court. For those non-sensitive community facilities (such as medical and health clinics, day care centres, social welfare services, education facilities) of local significance serving specific client users who would require frequent services, early planning of integration of these facilities to the development is more appropriate. Unlike these non-sensitive communal facilities, District Court is a Government facility of regional and districtwide importance, serving the wider public but not specific client users and who would not require frequent services of the facilities. Therefore, integration of District Court with the local community and services frequently use is not the prime concern. Based on the nature and operational requirements of the District Court, together with due consideration to the recent rapidly changing political situation, current social climate, social unrest, escalating violence and widespread media interview and broadcasting, District Court could be classified as a Sensitive facility which, due to specific services provided therein, may cause unease and concern to the neighborhood. • For mutual security purposes, District Court require stand-alone sites and should preferably not to be located directly next to or at a close distance from non-sensitive community facilities. Buffer areas with physical barriers should be provided to separate sensitive community facilities form the other developments. Given the nature and operational requirements of the District Court, no other public facilities or commercial activities should be proposed for co-location. • The Government proposal had already taken consideration to integrate commercial, the community uses and open space within the C(2) site. We

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		do not see there is a need to include the District Court and to rezone the whole of the CHR site to CDA.
Item 9.2.4	Submission of MLP under section 16 for the approval of TBP	• We have no objection in principle, but the following additional information should be included in the MLP submission: • To conduct a comprehensive and updated traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and to demonstrate the carrying capacity of the local road network could support the proposed development intensity of CHR site. • A master landscape plan indicating the concept of hard and soft landscaping and tree preservation and replanting proposals, including landscaping proposals for non-building areas/ setbacks. • Locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections. • Locations of vehicular ingress/egress points and parking, loading/ unloading facilities. • A market research to be conducted by a third party, indicating the forecast on the demand and supply of the floor area of Grade-A office and commercial properties in CWB.
Item 9.2.5	Changes to ES G/IC(2) Item 8.5.6	• As mentioned above, the district court require stand-alone sites and should preferably not be integrated closely with the adjacent non-sensitive community and commercial facilities. There is no need to change ES for G/IC(2) Item 8.5.6.

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Appendix 1 Critique of AVA	Proposal for the Study Area	• We strongly object the disposition of the twin Commercial Towers and the District Courts being proposed in this study. • The proposal did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road southwest, Link Road and Broadwood Road. The tendency of clustering of the commercial and district court towers towards the quiet residential zone will inevitably create a wall effect, resulting blockage of sunlight, visual openness and affect the wind velocity to the immediate adjacent residential zone.
Item 9.2.6	Changes to ES G/IC(2) Item 8.5.6	• In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Broadwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line. This statement should be clearly stated in the ES in order to uphold the wellbeing of the local residents. • For the "C(2)" site, the community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m2 of which not more than 10,000m2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area. The community facilities will require a floor area of not less than 3,500m2 and will include a District Health Centre of about 1000m2, a Child Care Centre of about 572m2, a Community Hall of about 1,260m2, District Elderly Centre of about 572m2 and Study Rooms of about 200m2. A public transport facility for minibuses (underground), a public carpark (underground) of not less than 100 private car parking spaces and

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		commercial vehicles parking spaces shall be provided. A minimum of 6,000m2 of open space shall also be provided and be open to the public. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road. A setback of not less than 40m in width from the southwestern site boundary immediate opposite Caroline Garden and Silverwood, shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved. Existing tress found within the site and tress situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surround areas. Podium-free design is also encourage with a view to maximizing the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall include locations of pedestrian circulation facilities to MTR station, including subway, footbridges and their connections.

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Conclusion

Hysan has a long history in Causeway Bay. The construction of iconic skyscrapers, large shopping malls and office buildings along Lee Garden Road, Hysan Ave, Yun Ping Road and the overall district indeed attracts many tourists, shoppers, office workers, and provide many commercial activities and opportunities to the neighborhood. However, this in turn create many problems such as traffic, environment, pollution and high density to the area. We are deeply regret that these problems have never been addressed and resolved, but yet new problems are emerging. With the recent opening of the Lee Garden Three, the traffic situation is further worsened by the queuing up of vehicles into the carpark, which often taking up a whole traffic lane during weekends and public holidays. And at the same time, the other traffic lane is always being occupied by illegal parking. The consequence is backlog and tailing back of traffic to Hysan Ave, Leighton Road and Yun Ping Road, and subsequent to the whole district.

We are disappointed on Hysan's proposal of its lacking any insight or sincerity to solve the foreseeable traffic problems that would be generated for such a large scale redevelopment, but instead switching the public attention to implement a new important community focal point with the commercial development.

As hundreds of alternative approaches could be drawn, therefore the basis for setting up the parameters is of the utmost importance. It is obvious that traffic problem is one of the major concern of the whole Wan Chai District, we strongly urged the developer to conduct a comprehensive and updated TIA to define an acceptable development schedule without prejudice to the residents.

Moreover, the integrity of the quiet residential neighborhood should not be undermined. The massive building blocks immediate fronting the residential zone along Caroline Hill Road South and Link Road will tremendously reduce the sunlight penetration to the residential units and adversely affect the visual amenity as well as air ventilation of the residents. In this regard, any future planning and developments should give due weight to the livability of the local residents. A substantial setbacks of future developments should be implemented to the planning documents to ensure a livable environment to the neighborhood.

Over the years, the CHR site is serving its function as a tranquil and low-rise transitional zone to the district. Over excessive redevelopment would bring in significant adverse impact to the neighborhood, from local road network, pedestrian connectivity, environment, pollution, density, visual, to the overall context. The local residents had for long been aggrieved by the catastrophic traffic condition. If the existing serious traffic and environmental problem cannot be resolved, how can we accept a future planning that would attract and generate a huge number of traffic and pedestrian volumes to the district?

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Under this circumstances, we hope that the Town Planning Board should perform the role of promoting the health, safety, convenience and general welfare of the community, and at the same time to pay full attention to the negative implications that would arise from the redevelopment of CHR site. We trust that the Town Planning Board will fully consider our comments to this representation.

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tpbpd

寄件者: [redacted]
寄件日期: 27日09月2019年星期五 23:00
收件者: tpbpd
主旨: Re: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

TPB/R/S/H7/20-C105

Dear TPB Members,

It is quite clear from reading the objections that many people in the community are concerned about further erosion of Open Space and GIC sites.

So the question to members is 'Do you hear the people sing'?

Every time I join a rally I have people greet me and refer to having met at TPB. Time and again members of the community have attended meetings and expressed their views. Except for the very rare occasion members have ignored them.

It is quite clear that the bias towards complying with government policy has led members to ignore their duty to examine the long term effects of their approval on the local community.

The CE has promised to listen to the people, members must do likewise.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Wednesday, August 7, 2019 1:37:08 AM
Subject: Re: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

MARY MULVIHILL
[redacted]

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Wednesday, July 24, 2019 2:47:43 AM
Subject: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

Dear TPB Members,

I strongly object to the following: Amendments to Matters shown on the Plan

Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" ("C (2)") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.

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

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Item A is the transfer of land designated for community and recreational use to a private developer

Item B represents an unacceptable change to the height of GIC site that will greatly impact the surrounding district and remove a critical low rise breathing space in a very congested district.

Open space

3.5 The future developer is required to provide **6,000m2 public open space** in the commercial site to address the shortfall in local open space and serve the immediate local community. The locations of the open space indicated in the conceptual plan are only one of the possible designs. The future developer is only encouraged to provide open space fronting Leighton Road and Caroline Hill Road, while the locations of open space and recreation areas in the vicinity of the CHR Site are shown on Plan FC-2. If an open space is to be provided in south-eastern part of the commercial site, **its connection with the remaining portion of the site would be through underground link**, at grade crossing or elevated link to ensure its accessibility (Plan FC-3).

CHEATING COMMUNITY AGAIN WITH ANOTHER TIMES SQUARE. IT IS OBVIOUS THAT THE OS SURROUNDING THE COMMERCIAL TOWER WOULD BE NOTHING MORE THAN CIRCULATION AREA. THE IMAGES UNDERLINE THAT IT WILL BE THE USUAL LANDSCAPE OF PAVING WITH SOME SHRUBS AT THE PERIPHERY.

THE OS BESIDE THE COURTS APPEARS TO BE NOTHING MORE THAN A LANDSCAPE ROOF TOP INSTEAD OF A GENUINE PARK AREA.

THERE IS NO CONNECTIVITY BETWEEN THE TWO OS AREAS AS THEY ARE DIVIDED BY A ROAD.

PRIVATE MANAGEMENT OF PUBLIC FACILITIES IS NOT WELCOMED BY THE COMMUNITY AND TIME AND AGAIN HAS CREATED MANY ISSUES. MOREOVER FOR THE OS BESIDE THE PROPOSED COURT BUILDING THERE IS NO JUSTIFICATION THAT IT BE MANAGED BY THE DEVELOPER.

Provision of GIC facilities

4.3.7 Based on a planned population of about 185,000 persons, there is no shortfall of major GIC facilities in Wan Chai area. As indicated in paragraph 2.1(b) above, some public facilities are proposed to be provided in the commercial site. Among the premises-based facilities, the **DHC is a new facility announced in the Chief Executive's Policy Address 2017** which would be set up in each district. For CCC, there is no population-based standard in the Hong Kong Planning Standards and Guidelines (HKPSG) and the provision of which is based on the estimated demand, socio-economic factors, district characteristics and the provision of other child care support services for the area.

REALLY, WHAT ABOUT THE REINTRODUCED ELDERLY CARE AND SOON TO BE INTRODUCED CHILD CARE FACILITIES?

4 3.8 For the Residential Care Home for the Elderly (RCHE) and civic centre as suggested by the Wan Chai District Council (WCDC), **there is a provision of 572 RHCE places in Wan Chai District representing a deficit of 686 places.** However, as advised by the Social Welfare Department, if both subvented and self-financing RCHE are included, the total number of RCHE within the district is 770. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. For the CHR site, given its location and the demand for health and child care services in the Wan Chai District, priority has been given to the DHC and CCC.

According to the Leisure and Cultural Services Department, civic centre was planned on a district-wide basis and the current provision of which on Hong Kong Island was considered sufficient. Public facilities will be provided within the commercial development, including District Health Centre (DHC), Child Care Centre (CCC), public open space, public transport facility for minibuses and public car parking spaces.

PLAYING WITH DATA – THERE IS STILL A SHORTFALL OF 500 RCHE AND COMMUNITY FACILITIES WILL BE SHUNTED TO OUT OF THE WAY LOCATIONS AS THE DEVELOPERS WILL NOT WANT THEM. THESE LARGE COMMERCIAL CENTRES ARE NOT APPROPRIATE LOCATIONS FOR FACILITIES SUCH AS CHILD AND ELDERLY CARE. THE OS SURROUNDING THE COMMERCIAL TOWER WOULD PROVIDE NO RECREATIONAL FACILITIES TO SUPPORT THE RECREATIONAL NEEDS OF ELDERLY OR CHILDREN.

LANDS TRIBUNAL SHOULD BE LOCATED IN OR CLOSE TO NEW TERITORIES AS MOST OF THE ISSUES GOING FORWARD WILL BE RELATED TO DEVELOPMENT THERE. IT IS HIGH TIME THAT FACILITIES AND SERVICES BE DISTRIBUTED TERRITORY WIDE TO ENSURE A MORE EQUITABLE SOCIETY AND TO UPGRADE EMPLOYMENT OPPORTUNITIES IN NEW TOWNS.

Traffic

5.3 According to the conceptual scheme, the commercial development will have a total GFA of 100,000m2 which is equivalent to a plot ratio (PR) of about 11 based on a development site area of about 8,953m2 and the proposed BH is 135mPD. The PR is lower than the general development intensity of high-rise commercial buildings under the Building (Planning) Regulations (B(P)R) (i.e. a PR of 15) **in view of the limited traffic capacity of the local area**. As reflected in the Traffic Review, retail uses would generally generate comparatively more traffic than other commercial uses like office and hotel. To minimise the traffic impact of the future commercial development, it is also intended to restrict the maximum retail GFA of the commercial development to 10,000m2 (i.e. about 10% of the total GFA)

IN OTHER WORDS THERE IS NO SPARE CAPACITY AS THE DC HAS POINTED OUT

Environmental Impacts

6.8 The proposed commercial development and DC will provide central air-conditioning systems and **non-openable windows**. The proposed developments will not be subject to adverse environmental impacts. As advised by the Director of Environmental Protection (DEP), the proposed developments **will not have insurmountable environmental impacts.**

IN OTHER WORDS THERE ARE CONSIDERABLE ISSUES. HAVE WE FORGOTTEN SARS AND THE NEED FOR PROPER VENTILATION AND CIRCULATION OF AIR?
HOW CAN ELDERLY AND CHILD CARE FACILITIES BE PROVIDED IN BUILDINGS WITH NON-OPENABLE WINDOWS? IF THERE IS A FIRE HOW CAN THEY BE QUICKLY EVACUATED?

6.20 According to the Architectural Services Department (ArchSD), about 33 trees are proposed to be felled (including 6 dead trees) due to the demolition works. These trees are of low amenity value and are **either wall trees growing on those existing buildings** to be demolished or located in close proximity to the buildings identified to be demolished. In addition, it is estimated that another 32 trees **may be in conflict** with the proposed development and junction improvement works and are recommended to be felled/transplanted if possible

HONG KONG PEOPLE LOVE WALL TREES AND EVERY EFFORT SHOULD BE MADE TO RETAIN THE EVER DECREASING STOCK. MAY BE IN CONFLICT = WILL BE CHOPPED DOWN. SO THE OVERALL TREE AND GREEN COVERAGE OF THE DISTRICT WILL BE SUBSTANTIALLY REDUCED.

Visual Impact and Ventilation

Clearly the developments will have a major negative impact from all angles and completely obstruct existing views of the sky and green background. The darkening impact on local streets like Sharp and Sunning are obvious even from the images.
Of course the AVA always finds that the development is acceptable but the public is not fooled. The significant wall effect will certainly greatly impact ventilation.

THIS IS CONTRARY TO THE GUIDELINES FOR GIC

2.5 The scale and design of the proposed development should have regard to the character and massing of the buildings in the surrounding areas **and should not cause significant adverse visual impact on the townscape of the area**. Where one of the planning intentions of the existing/designated GIC development on the site is to **serve as a "breathing space" or visual break within a high-rise and high-density environment**, the proposed development should be designed in such a way that this planning intention would not be undermined.

2.8 The proposed development **should be sustainable in terms of the overall planned provision of open space and GIC facilities in the area**

2.9 The proposed development **should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road**; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the proposed development should be compatible and should blend in well with the surrounding areas. **The proposed development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas.**

Members are required to follow these own guidelines.

Millions of people have been demonstrated recently that they can no longer accept the manner in which government policies are being manipulated in order to deprive the community of its right to community and recreational facilities. The administration proposes to spend $20 billion on acquiring sites in private and commercial developments to address the shortfall in essential community services but continues to rezone sites like these that are appropriately zoned.

Not only would community facilities in commercial buildings be of poor quality and restrictive in nature, the selling off of GIC sites for land revenue that goes towards white elephant projects while funds that should be spent on the community are used to buy back units at inflated prices can no longer be tolerated.

Site A rezoning must be rejected and the height of Site B reduced to regular GIC dimensions.

Mary Mulvihill

Some of the refs may not be correct as the file was updated on 23 July and created additional stress on members of the public who had no time to read through 350+ pages again

(1)

TPB/R/S/H7/20-1

23 July 2019
Lai Wing Sze
[redacted]

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.

Dear Sirs,

Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

There needs to be more focus on providing benefits for the neighbourhood through the redevelopment of this significant site.

Overall I support the Commercial and GIC zoning, but I object to the current government plan for the site. It is not the most beneficial design for the neighbourhood.

Yours Sincerely,

LAI Wing Sze

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22 JUL 2019
Town Planning Board

TPB/R/S/H7/20-2

20 July 2019

Dora Chan
[redacted]

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.

Dear Sirs,

Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

I agree with the changes in zoning to Commercial and also Government, Institution and Community. I also agree with the height restriction of 135mPD for the site as it is compatible with the area.

The public space in the conceptual plan seems to be too fragmented and not very useful. A better layout should be created so that the public can enjoy the open space.

There should be good public pedestrian circulation through and around the Law Courts building to connect with Caroline Hill Road West.

Yours Sincerely,

Dora Chan

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Town Planning Board

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-3

參考編號
Reference Number: 190723-153106-38591

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 23/07/2019 15:31:06

「申述人」全名
Full Name of "Representer": 先生 Mr. LAU CHUN KIT

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
黃泥涌分區計劃大綱核准圖編號S/H7/19的修訂(A 項)	支持 Support	有關修訂能提供更多商業建築土地，更有效益地發展政府土地，也能帶動該區的整體發展。
黃泥涌分區計劃大綱核准圖編號S/H7/19的修訂(B 項)	支持 Support	有關修訂能提供更多可建樓面面積，可以舒緩該區緊張的土地供應，也能更有效益地運用政府資源。

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

515

Form No. S6 表格第 S6 號

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Town Planning Board

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

Full Name 姓名 / 名稱 (Mr. /Ms./Company/Organisation* 先生/女士/公司/機構*)

Lai Wing Sze

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

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

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3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	Wong Nai Chung OZP No. S/H7/19

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

There needs to be more focus on providing benefits for the neighbourhood through the redevelopment of this significant site.

Overall I support the Commercial and GIC zoning, but I object to the current government plan for the site. It is not the most beneficial design for the neighbourhood.

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Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」
☑ at the appropriate box 請在適當的方格內加上 ☑ 號

Form No. S6 表格第 S6 號

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Town Planning Board

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Full Name 姓名 / 名稱 (Mr. /Ms./Company/Organisation* 先生/女士/公司/機構*)

Chan Lai Fan Dora

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

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Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

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* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
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Any proposed amendments to the draft plan? If yes, please specify the details.
對草圖是否有任何擬議修訂? 如有的話，請註明詳情。

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☑ at the appropriate box 請在適當的方格內加上 ☑ 號

Form No. S6 表格第S6號

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	Date Received 收到日期	

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Full Name 姓名 / 名稱 (~~Mr./Ms.~~/Company/~~Organisation*~~ ~~先生/女士~~/公司/~~機構~~*)

Hysan Development Projects Limited

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (~~Mr./ Ms.~~/Company/~~Organisation*~~ ~~先生/女士~~/公司/~~機構~~*)

Masterplan Limited

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	Wong Nai Chung OZP No. S/H7/20

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
	☐ support 支持 ☐ oppose 反對	Please see the attached letter and Vision Statement.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

Please see the attached letter and Vision Statement.

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

☑ at the appropriate box 請在適當的方格內加上 ☑ 號

MASTERPLAN LIMITED
Planning and Development Advisors
領賢規劃顧問有限公司

23 July 2019

Our Ref: MP/HysanWNCR/2019

By Fax and By Hand

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.



Dear Sirs,

Hysan Development Projects Company Limited
Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

1. Introduction

1.1 This Representation is submitted on behalf of Hysan Development Projects Company Limited ("Hysan") in regard to the amendments to the Approved Wong Nai Chung Outline Zoning Plan ("OZP") No. S/H7/19 as shown on OZP No. A/H7/20. Hysan will address the technical planning aspects in this representation letter. It also includes a separate "Vision Statement" for the Caroline Hill Road Site ("CHR Site") as part of this Representation, 40 hard copies and 50 soft copies of which are enclosed with this letter.

1.2 Hysan would like to **support in principle** the amendment items on the draft OZP as listed below:

- Item A: "Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD."

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

1.3 Hysan would also like to **object** to proposed Amendment (a) to the Notes of the Plan:-

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

1.4 Hysan would also like to **propose** amendments to the Explanatory Statement paragraph to incorporate additional explanation of the purpose of the development on the site. The proposals to meet the representation are included in paragraph 9 below.

500

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2. The CHR Site

2.1 The CHR Site is a large site in Causeway Bay of approximately of 2.66 hectares. The site has had a mixture of medium rise and low rise buildings on it which are currently under demolition. The ex-Electrical and Mechanical Services Department ("EMSD") Headquarters and the ex-Civil Aid Service ("CAS") headquarters are medium rise buildings between 6-12 storeys. The remaining buildings on the site are low rise with sports facilities at grade, these are the ex-Post Office Recreation Club and the PCCW Recreation Club.

2.2 The site consists of two main platforms. The northern, Leighton Road, portion of the site is at 10mPD and the southern platform is at 15mPD adjacent to the South China Athletic Association ("SCAA").

2.3 Since 2013 Studies have been commissioned to assess the development potential and options on the site. The result of these studies is that it is considered appropriate to construct Grade A Office buildings at the northern portion of the site while the southern portion of the site will be primarily for the District Courts.

3. The Neighbourhood

3.1 To the north of the CHR Site is the core commercial and retail areas of Causeway Bay. To the south of the site are the SCAA, the Indian Recreation Club, So Kon Po Recreation Ground and the Hong Kong Stadium. The CHR site is the existing transition site from Commercial to recreational uses.

4. Critique of the Governments Conceptual Scheme

4.1 There are a number of issues that have been raised by the Wan Chai District Council ("WCDC") and also the Town Planning Board Members during the formulation of the proposed amendments. Some of these have been partially resolved, while others have not been adequately addressed. As the CHR site is the only large prime site left in the Wan Chai District it is clear that the opportunities that this site hold for the community should be carefully considered and optimised.

4.2 The common concerns raised have related to:-

- Inadequate provision of GIC facilities to make up the shortfall in the district;
- Need for well-planned public open space for the community;
- Issues relating to pedestrian access to the site;
- Concerns over traffic congestion;
- Visual and Air Ventilation Impacts from the design of the site;
- Retaining the Old and Valuable Trees appropriately;
- Some mechanism where the TPB can approve the Master Layout Plan of the Site to ensure that the design is reasonable; and
- Desire for the site to be more than just another standard street block in Hong Kong.

4.3 The TPB was essentially only presented with one conceptual scheme by Planning Department which does not meet the needs of the community currently or in the future. The scheme presented for discussion of the rezoning of the site, while meeting the specific government requirements, is a very constraining conceptual layout and does not provide a good basis for the best form of development and use of this important site. The public facilities provided are sub-

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optimal and the public open space is a fragmented layout which would prevent any real public enjoyment of the site.

4.4 Alternative schemes could have been presented which would have comparable air ventilation levels but with greater public benefits. The scheme was not presented as the final scheme. However, depending on the future lease conditions this may end up being the required scheme. More design flexibility should be provided in order to establish the site as a local focal point for the Causeway Bay community.

5. Need for a Vision

5.1 The overwhelming impression given from the documentation related to the governments Conceptual Scheme is that it is designed on the basis of constraints on the site. Insufficient weight has been given to establishing a vision that defines the role of CHR site in the long term future of this area. If that had been the starting point then different conceptual options could be derived.

5.2 The attached "Vision Statement" indicates a potential alternative which better utilises the site for community uses and open space. The main issue that comes out of the Vision Statement is that there needs to be flexibility included on the OZP to ensure that the optimal outcome can be achieved.

5.3 The major intention for the site should be to meet the community facilities and open space requirements. It is possible to have a greater range of community facilities in the site than that proposed in the OZP. The following **Table 1** indicates a more comprehensive mix of community facilities that can readily be accommodated on the site. It is not necessary to exclude any of these facilities:-

Table 1 : Proposed Government and Community Facilities

	Facility	**Area Served**	**Floor Area**
1	District Court	Regional	70,000m^2 GFA
2	District Health Centre	District	1,000m^2 NOFA
3	Child Care Centre	Local	531m^2 NOFA
4	District Elderly Centre *	District	572m^2 NOFA
5	Community Hall *	Local	1,260m^2;
6	Study Rooms *	Local	200m^2
Total Floor Area (excluding District Court of 70,000m2)			3,563m^2
Total Floor Area of G/IC uses			73,563m^2

*Additional facility proposed in this representation

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6. Comprehensive Design

6.1 As with the design of any urban space, there are always alternatives that can be considered and it then becomes an issue of determining priorities and potentials. In this respect the relevance of the indoor space and open space to the urban setting in which it is located is important. Also there is the need to consider how these spaces can be best used to meet the needs of the future community which will live and work in the area.

6.2 The location, configuration and the use of the indoor and outdoor spaces on the site become extremely important in determining the overall success of the new development. These outdoor spaces should not be just the space left over after designing the buildings, but should be given a priority emphasising "place-making" within the site.

6.3 The community uses within the site need to be carefully related to public accessibility, related to pedestrian movement throughout the site and adjoining areas, movement to and from both the commercial and court facilities. They also need to be related to satisfying the needs of the future community that they will serve. There is a need to clearly identity these uses and to allow for them to be properly accommodated within the site. The OZP proposal is to not make any special GFA requirement for this community use, but to just balance the required floor space for the commercial and community uses. The CHR site needs to be considered as a community focal point for the Wan Chai District.

6.4 If the constraints on building height for the site of 135mPD and maximum floor space for the commercial site of 100,000m^2 and 70,000m^2 for the court are accepted, then the challenge is to present these in the best way, so as to enable the community use of the remaining indoor and outdoor areas.

6.5 The total site should be considered in a comprehensive way to achieve the best outcome. The conceptual scheme developed by Planning Department does not successfully bring together all of the factors needed to achieve a new successful urban focal point. The dominating factor in the design of the site is the splitting of the site into two by the introduction of a new ground level road in an east-west direction. This division is further exacerbated by the requirement for air ventilation gaps in a north-south direction splitting both the buildings and open space into small dimensions which will ensure that they are inefficient and ineffective.

6.6 An Expert has reviewed the government's Air Ventilation Assessment (AVA) and has considered the alternative design proposed in this Representation and advised on its formulation. The conclusion is that the alternative design will achieve a similar or better level of air ventilation through and around the site. (See **Appendix 1**). The OZP has indicated that the future developers of both the G/IC(2) and the C(2) site will be required to undertake a quantitative AVA. If that is to be done, then there is no need to specify the dimensions of the air ventilation gaps in the Explanatory Statement of the OZP.

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7. The Role of the Town Planning Board in Achieving the Vision

7.1 The TPB members have expressed concerns over the proposed layout of the development on the site and the problems of achieving an integrated design and optimising the community outcome. The answer from government has been that these will all be considered by government departments under the future lease though the submission of a Master Layout Plan. The Explanatory Statement(ES) in paragraphs 8.1.3 and 8.5.6 does not include a Vision. These paragraphs only include details of dimensions and building gaps based on the layout plan presented by the Planning Department.

7.2 The Vision as expressed in this document needs a high degree of flexibility to allow the designers to achieve the best outcome. This will not be achieved through the stipulation of minute details in lease conditions.

7.3 The TPB can perform an important role in considering and approving a Master Layout Plan for the site. In this case the most comprehensive outcome would be achieved if the court development could be included in the same Master Layout Plan as the commercial and community aspects. The vehicular and pedestrian access proposals and the landscaping for example, could then be integrated. The actual development of the court portion and commercial portion could be undertaken by separate agencies. For best achieving the total integration of the whole CHR site, then it could be rezoned to "CDA".

7.4 Should the court site not be able to be incorporated within the same zone, then the C(2) zone Notes could require the developer to submit a Master Layout Plan for the approval of the TPB after purchase of the site. A similar approach has recently been taken by the TPB for the C(4) site on the Mong Kok OZP.

8. Mong Kok OZP Model

8.1 One possible solution to allowing the required flexibility within the OZP but to also allow an element of control and oversight by the TPB would be to follow the example in the Proposed Amendments to the Notes of the Draft Mong Kok Outline Zoning Plan No. S/K3/31. From the Remarks to the Notes of the Commercial Zone of the Mong Kok OZP:

"(6) On land designated "C(4)",for any new development or redevelopment of an existing building, a layout plan shall be submitted for the approval of the Town Planning Board. The layout plan should include the following information:

(i) The area of the proposed land uses, the nature, position, dimensions, and heights of all the buildings (including structures) to be erected on the site;

(ii) The proposed total gross floor area for various uses and facilities;

(iii) The details and extent of GIC facilities, parking, loading/unloading and public transport facilities, and open space to be provided within the site;

(iv) The alignment, widths and levels of any footbridges, elevated walkways and roads proposed to be constructed within the site;

(v) The landscape and urban design proposals within the site;

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(vi) Programmes of development in detail; and

(vii) Such other information as may be required by the Town Planning Board."

8.2 The example from Mong Kok is relevant in that the TPB introduced the proposal as an amendment to the OZP to meet some of the concerns expressed by Representors at the Hearing. The TPB is at the same stage in relation to the Wong Nai Chung OZP. The Notes quoted in paragraph 8.1 are relevant and it would also be desirable to require the submission of an AVA.

9. Proposed Amendments to Meet the Representation

There are two options that are proposed for amendment to the OZP to meet the representation.

9.1 *Option 1 : Rezone the whole of the CHR Site to "Comprehensive Development Area"*

9.1.1 The reason for proposing this option is to provide a comprehensive development for the whole of the site. Under the CDA zone a Section 16 application would need to be submitted to the TPB for approval. This would be done by the future purchaser of the site and the layout plan would have to integrate the court development with the community uses, the public open space and the commercial development. By doing this the TPB would be able to approve the optimal development of the site, including the relationship of the court buildings, public access through the site and to the neighbourhood, the location and accessibility of the community facilities, and the location and form of the commercial development.

Changes to the Zoning

The proposed zoning is illustrated in **Figure 1** which is included on an extract from the OZP. The G/IC (2) zone and the C(2) zone would be rezoned to "CDA".

Changes to the Notes to the OZP

The Notes to the GIC(2) and C(2) zones would be replaced by a new set of Notes. The usual Notes for the CDA zone from the Master Schedule of Notes would be appropriate with the inclusion of the maximum or minimum GFA figures for the Court and for the commercial development.

Changes to the Explanatory Statement

It is proposed that a more comprehensive explanation of the purpose and function of the site be included in the ES. This could stipulate the need to provide the relevant floor space for the community uses listed in **Table 1** above. As a quantitative AVA will be required there should be no stipulation of building gaps. The need to provide a landscape deck over the access road through the site should also be required. It should be worded so as to promote good urban design and it could be based on the content of the Vision Statement that accompanies this Representation.

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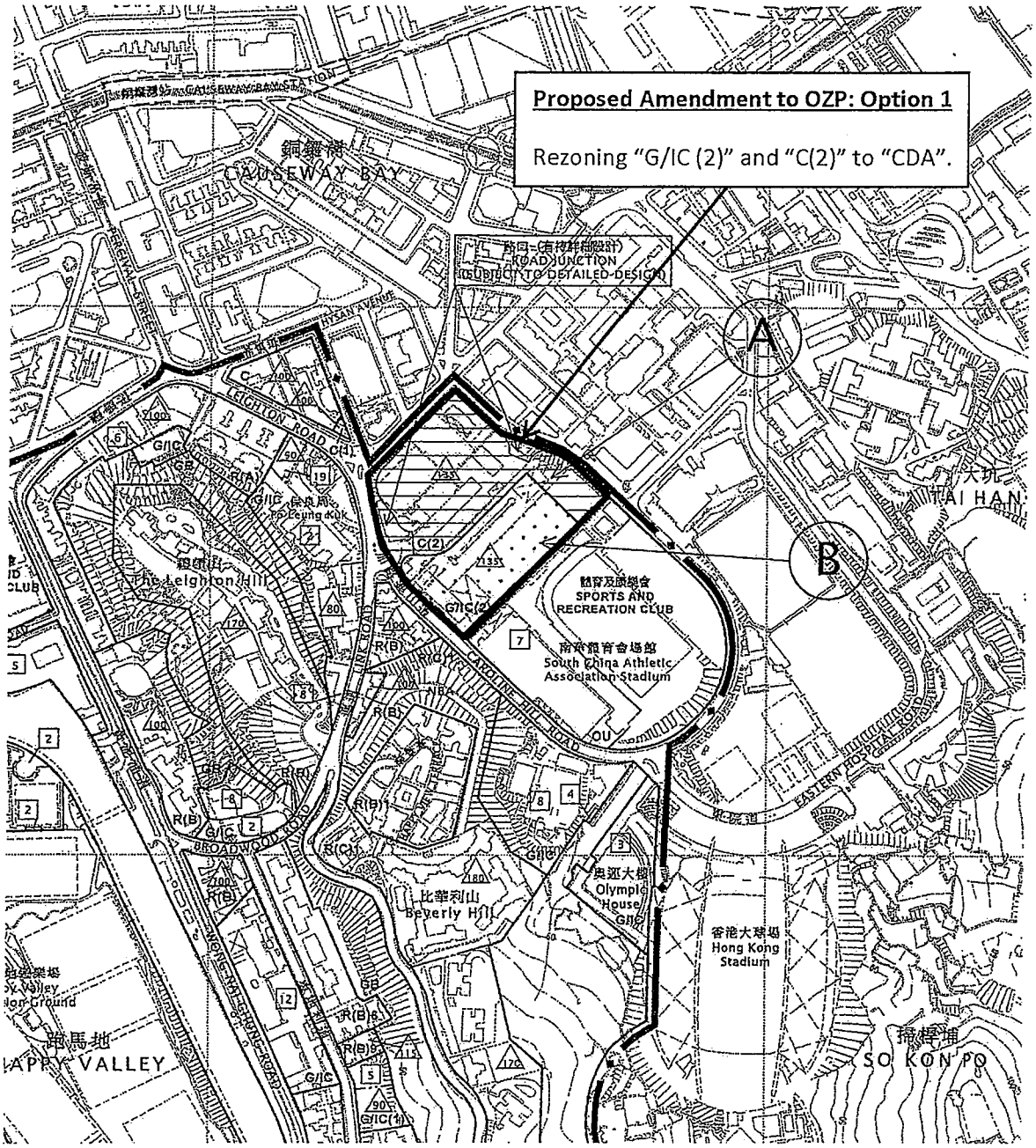


Figure 1: Option 1 : Proposed zoning change to CDA

9.2 *Option 2 : Retention of the C(2) zone and G/IC(2) zone on the Plan but changes to the Notes and Explanatory Statement*

Changes to the Notes to the OZP

9.2.1 The G/IC(2) zone is retained unaltered. This option excludes the G/IC(2) zone from the need to be part of the layout plan to be submitted, because it is for a Court which is a specialized

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government building. The Notes for the G/IC(2) zone therefore remain unchanged. However additional elaboration is proposed in the ES relating to the Vision for this site.

9.2.2 It is proposed that the Notes to the C(2) zone be amended to include additional wording specifically relating to the need to submit a layout plan and to include the community floor area.

9.2.3 In view of the importance of the site as a community focal point it is considered necessary to specifically require the provision of a minimum floor area for community use in the Notes. It is therefore proposed that Remark (3) for the "Commercial" zone be amended to read as follows:-

"On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 100,000m^2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of Government, institution or community facilities as required by the Government. The floor area for community facilities shall be not less than 3,500m^2. A public transport facility for minibuses and a public vehicle park of not less than 125 parking spaces shall be provided. A public open space of not less than 6,000m^2 shall also be provided."

9.2.4 The need to include a requirement for the submission of a layout plan for approval by the TPB, similar to that applied to the Mong Kok OZP, should be included by the addition of the following paragraph to the Notes:-

"On land designated "C(2)", for any new development or redevelopment of an existing building, a layout plan shall be submitted by an application under section 16 of the Town Planning Ordinance for the approval of the Town Planning Board. The layout plan should include the following information:

(i) The area of the proposed land uses, the nature, position, dimensions, and heights of all the buildings (including structures) to be erected on the site;

(ii) The proposed total gross floor area for various uses and facilities;

(iii) The details and extent of GIC facilities, parking, loading/unloading and public transport facilities, and open space to be provided within the site;

(iv) The alignment, widths and levels of any footbridges, elevated walkways and roads proposed to be constructed within the site;

(v) The landscape and urban design proposals within the site;

(vi) A quantitative air ventilation assessment;

(vii) Programmes of development in detail; and

(viii) Such other information as may be required by the Town Planning Board."

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Changes to the Explanatory Statement to the OZP

G/IC(2)

9.2.5 Changes to the G/IC(2) Zone ES are proposed to better reflect the importance of the site and to delete some of the detailed requirements, such as the actual dimensions of the proposed building gaps. As a quantitative AVA is required for a government project then that is adequate control and may result in a better building form by allowing the Courts to be located in one tower releasing open space for public use. The following amended paragraph 8.5.6 indicates the new wording by underlining and the ~~deleted words~~:

"8.5.6 The "G/IC(2)" is part of an important community and commercial development site at Caroline Hill Road. It is important that the development of the site be integrated closely with the adjacent community and commercial facilities in terms of pedestrian linkages, vehicle access, landscaping and building massing. This site is earmarked for accommodating a district court for future expansion of judiciary facilities. The building should be designed as significant public building reflecting its status and function. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m 2. The Landscape Master Plan for the site shall preserve the OVT (No. EMSD WCH/1) and stone retaining wall along the southern periphery of the site. ~~shall be preserved.~~ Existing trees found within the site including those situating on and/or abutting the stone retaining wall shall also be preserved and protected as far as possible throughout the development process with sensitive construction method and building design. The building massing shall maximise the opportunity for open space and landscaping within the site. ~~According to the findings of AVA 2018, a clear building gap of not less than 20m in width above 22mPD in a northwest-southeast direction involving the OVT (No. EMSD WCH/1) across the site shall be provided for facilitating better air ventilation in the area.~~ As part of the design process for the court building(s) a quantitative AVA shall be undertaken ~~at the detailed design stage~~ to identify the optimal location of the building(s) and any open areas for ventilation ~~the exact alignment of the building gap and/or other~~ enhancement measures and to ascertain their effectiveness.

C(2)

9.2.6 Changes need to be made to the ES for the C(2) zone to include statements regarding the vision for the site and to take account of the new requirement for the submission of a layout plan to the Board for approval. The additional community facilities need to be mentioned and the overly detailed design requirements need to be more generalised. This will leave the future developer with more flexibility to design a better form of the development for the Board to approve.

"8.1.3 The "C(2)" site is intended as an important community focal point in conjunction with the adjacent court development and commercial development. The community component will be provided by the commercial developer as part of the development. In order to ensure that the site is developed in a comprehensive manner so as to fulfil its function as a community focal point, a layout plan with supporting technical information will be submitted for approval by the Board through a Section 16 application. ~~For the "C(2)" site,~~ Development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 100,000m^2 of which not more than 10,000m^2 shall be allocated to retail uses. ~~with due consideration of the traffic capacity in the area.~~ The community facilities will require a floor area of not less than 3,500m^2 and will include a District Health Centre

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~~with a Net Operating Floor Area (NOFA)~~ of about 1,000m^2 a ~~and~~ Child Care Centre ~~with a NOFA~~ of about 531m^2, a Community Hall of about 1,260m^2, District Elderly Centre of about 572m^2 and Study Rooms of about 200m^2 . ~~shall be provided.~~ A public transport facility for minibuses (underground), a public car park (underground) of not less than 100 private cars parking spaces and 25 commercial vehicles parking spaces shall be provided. A minimum of 6,000m^2 of open space shall also be provided and be open to the public. The open space shall be designed to enhance visual openness and to ensure easy accessibility by the public, ~~the open space shall be provided in the eastern portion facing Caroline Hill Road and at-grade in the northern portion fronting Leighton Road.~~ The future developer will be required to make a landscape submission as part of the layout plan for approval by the Board. ~~under lease~~. The Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved where possible. Existing trees found within the site and trees situating on and/or abutting the stone retaining walls shall also be preserved as far as possible. ~~According to the findings of AVA 2018, a clear building gap of not less than 25m in width across the central portion of the site (assuming podium-free design) in a northwest-southeast direction involving the OVT (No. HKP WCH/1) shall be provided to facilitate better air ventilation in the area.~~ The future developer shall undertake a quantitative AVA at the detailed design stage to identify the optimal location for the proposed building(s) and provision of adequate air ventilation to the site and surrounding areas.~~exact alignment of the building gap and/or other enhancement measures and to ascertain their effectiveness.~~ Podium-free design is also encouraged with a view to maximising the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level. Besides, the future developer shall reserve a ~~n underground~~ connection point within the site for the possible pedestrian link ~~subway~~ to MTR Station which is subject to further feasibility study."

10. Conclusion

10.1 Hysan has a long history in Causeway Bay. Hysan prides itself on a forward thinking approach to developments which lead the way in sustainability and design, and also foster a sense of community. This Representation presents a vision for the development of the CHR site as a place for the Community.

10.2 The need for the government to optimise the future community use and development of the site, and to create a unique and sustainable contribution to the neighbourhood has driven Hysan to make this representation to help show to the Board how the CHR site is capable of meeting the diverse needs of the community and the government.

Yours faithfully,

I.T Brownlee,
For and on behalf of
Masterplan Limited

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Appendix 1

Critique of Air Ventilation Assessment

ARUP

ARUP

Subject	Critique on the Air Ventilation Assessment for the Site at Caroline Hill Road		
Date	22 July 2019	**Job No/Ref**	5263-01

1 Introduction

The Ove Arup & Partners Hong Kong Ltd. has been appointed by Hysan Development Projects Ltd. To support their representation to be made to Outline Zoning Plan (OZP) of Wong Nai Chung Caroline Hill Urban Park in Causeway Bay.

1.1 Study Area

The Study Area is about 2.7 hectares which is bounded by Leighton Road and Caroline Hill Road in Wong Nai Chung as indicated in Figure 1. Area to the east to south quadrant are generally low-rise nature as highlighted in cyan in Figure 1.

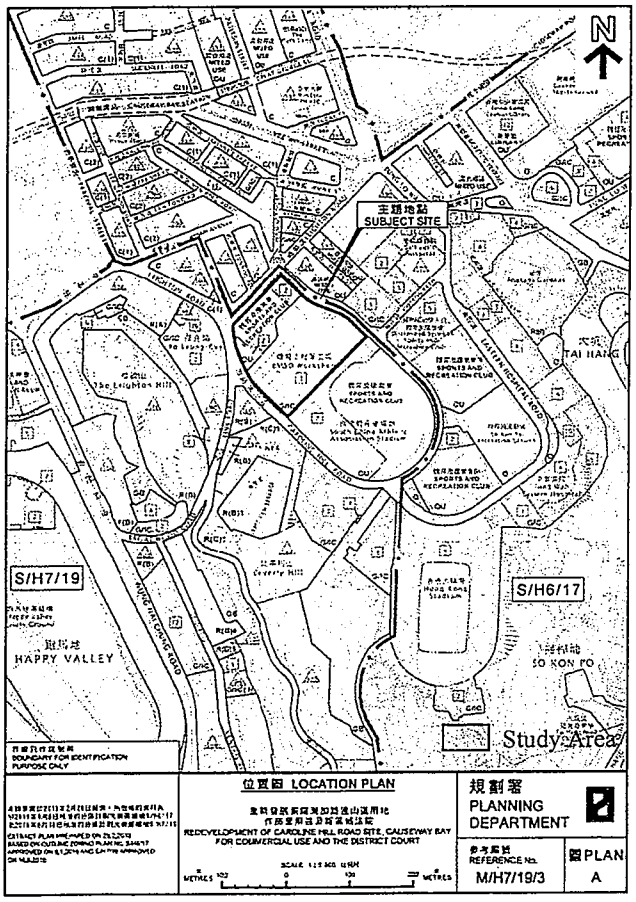


Figure 1 The location of the Study Site and its surroundings (Source: TPB)

2 Wind Availability

Refer to the RAMS data published by Planning Department, the Site is sitting in the middle of 2 grid as indicated in Figure 2. Comparing the wind roses at these 2 grids, the annual and summer wind roses at 200m are very similar. Annual and summer wind roses at grid (x: 083, y:033) are shown in Figure 2, as an example, that the annual and summer prevailing winds are NE/ ENE/ E winds and E/ SSW/ SW winds, respectively.

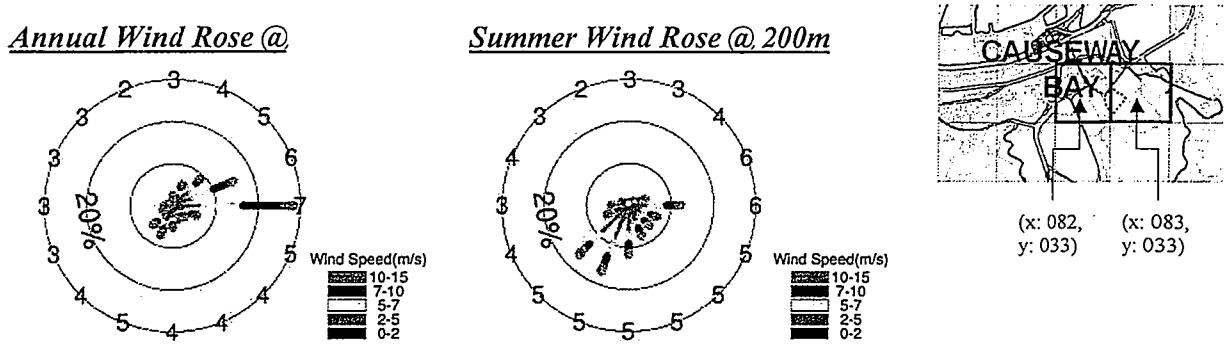


Figure 2 Annual and summer wind roses at 200m at grid (x: 083, y:033) [1]

3 Proposal for the Study Area

This proposal presents another scheme that could make better use of the open space for the public; while the 2 breezeways are retained. Besides, the terraced podium would also fit in the current site formation while having more GI/C spaces in it to fulfil the public needs.

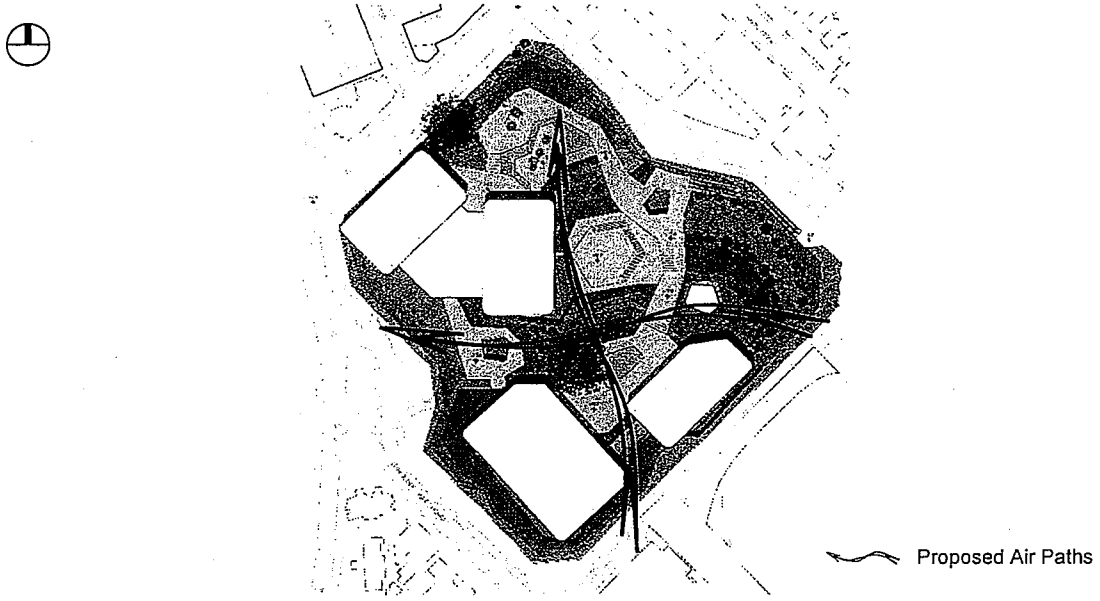


Figure 3 The Proposal

[1] https://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/083033.html

To allow users of those space underneath the landscape deck, five voids (red areas in Figure 3) are strategically provided to enhance the wind environment and daylight condition therein.

4 Qualitative Expert Evaluation on Wind Performance

4.1 NE, ENE and E Winds

The presence of high-rise development in the NW-NE quadrant, the incoming NE wind would flow along Leighton Road and reach the Site. The terraced podium would help diverting the incoming wind towards the landscape deck. On the other hand, the incoming wind skimming over those low-rise development (like Caroline Hill Court, Lei Ha Court, Lei Wen Court and Lei Ka Court, blue shape in Figure 4) would be captured by the towers of the Site.

The provision of voids near towers within the Site would facilitate wind penetration towards the street level and minimize the ventilation impact by the landscape deck.

The incoming wind would travel through the E-W oriented breezeway such that the wind availability of the leeward area (such as Silverwood, Caroline Height, Caroline Garden and some adjacent GI/C developments, orange shapes in Figure 4) would not be significantly reduced.

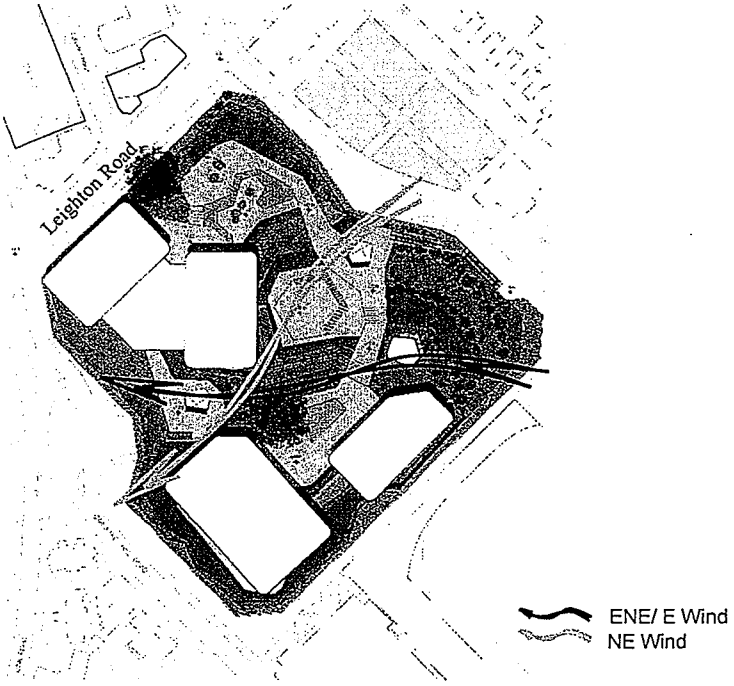


Figure 4 Wind performance under NE/ ENE/ E Winds

The wind environment on the leeward area of the Site would be further enhanced under ENE/ E wind as the alignment of E-W oriented breezeway is more desirable for wind penetration. The highlighted voids would be more effective in bringing downwashed wind towards street level.

4.2 SSW and SW Winds

Although a slope is located further to the south and southwest of the Site, the incoming wind would be expected to flow along the road network (especially Caroline Hill Road and Link Road) towards the Site. The low-rise nature of residential clusters near Happy View Terrace would also allow the incoming wind to skim over and reach the Site.

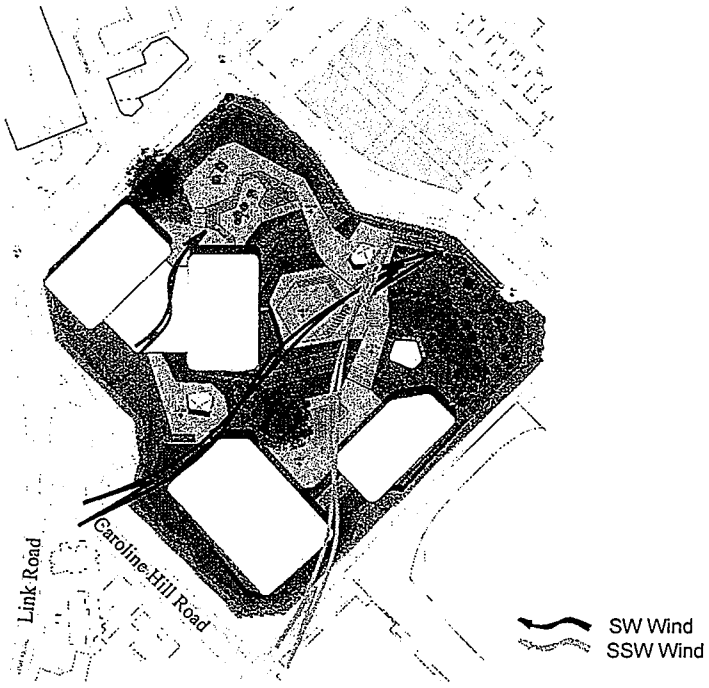


Figure 5 Wind performance under SSW and SW winds

The breezeways would also help summer prevailing wind to ventilate across the Site and serve the leeward area (such as Caroline Hill Court, Lei Ha Court, Lei Wen Court and Lei Ka Court, blue shape in Figure 5).

The disposition of commercial towers would form a funnel that allow the incoming wind (purple arrow in Figure 5) to enhance wind performance in Causeway Bay Area where usually encounters calm wind environment.

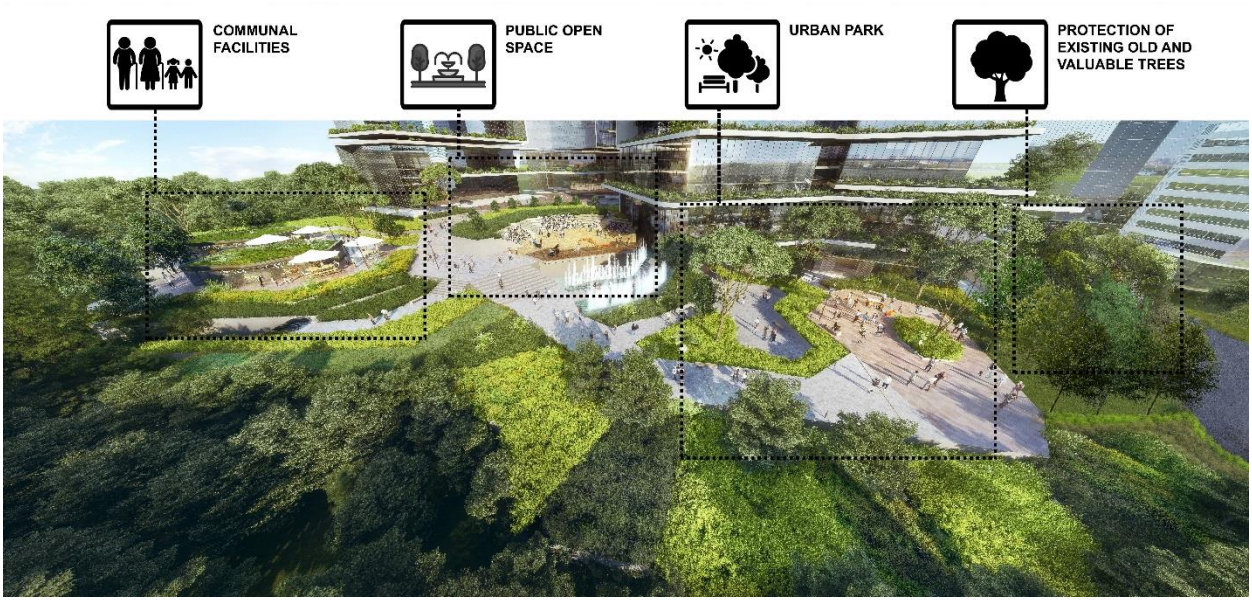
The voids highlighted in red in Figure 5 would divert the downwashed wind to enhance the wind environment underneath the landscape deck.

5 Conclusion

Qualitative Air Ventilation Assessment, in form of Expert Evaluation, has been conducted to assess the wind performance of the Proposal. With 2 breezeways facilitating annual and summer wind conditions and strategically provision of voids near towers, there is no significant adverse ventilation impact would be expected under both annual and summer wind conditions.

CAROLINE HILL ROAD

An Urban Park Development Opportunity



Vision Statement

Hysan Development Projects Limited

Introduction

The redevelopment of the rezoned site at Caroline Hill Road (the "CHR" site) is a unique opportunity for integration and growth of the Causeway Bay area. It also provides a chance to establish a new community role for this land.

Three Components

In preparing the zoning for the CHR site the TPB has accepted three important components:-

1. Provision of new community facilities to serve the population of Wan Chai District;
2. Provision of land for the relocation of the Wan Chai Courts so that the Hong Kong Convention and Exhibition Centre can expand.; and
3. Addition to the commercial importance of Causeway Bay as a focus for office decentralization.

A Unique Urban Design Opportunity

As with the design of any urban space there are always alternatives that should be considered. It then becomes an issue of determining community priorities and potentials and seeing which scheme best meets these criteria.

The design of the space within the site to fit the urban setting in which it is located is important. The indoor spaces must relate to the outdoor spaces and together they must meet the needs of the future community which will live and work in the area.

The CHR site provides an opportunity to do something special in urban design terms. There is a need to look carefully at linkages to the surrounding areas and to look at how the internal space can be effectively used to meet the requirements, while providing an important public open space. There is a need to start with a Vision and try to achieve it, rather than to start with a list of constraints.

The Planning Department prepared a conceptual scheme for discussion of the rezoning of the site. This is shown in Figure 1. While meeting the specific government requirements, it does

not provide for the optimal form of development and use of this important site, and other options should be considered.

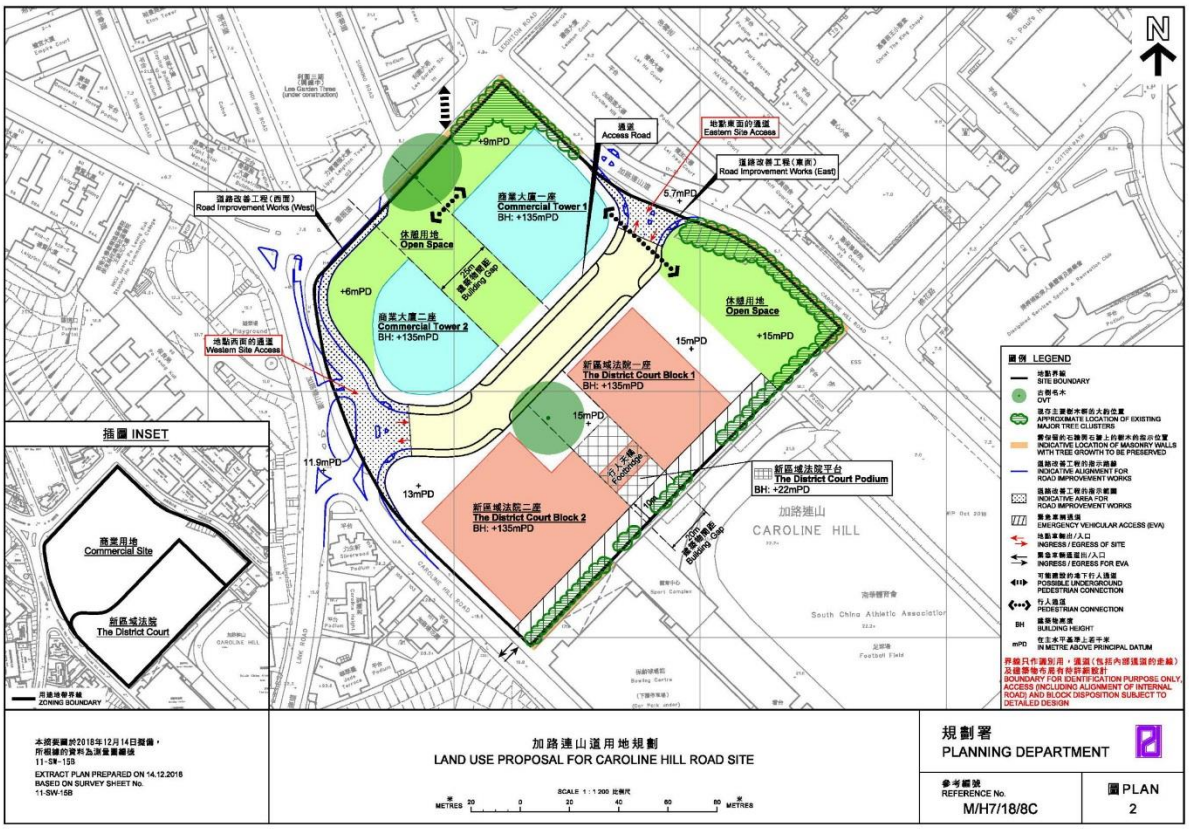


Figure 1 : Conceptual Scheme Prepared by Planning Department to determine the Zoning

The Planning Department's conceptual design splits the site into small spaces and small buildings. The road across the site and the gaps between buildings result in small areas of open space. The community elements are not given significance and are dominated by the courts and the commercial components. The building blocks and the form and location of the spaces around them seem to be dominated by a particular interpretation of air ventilation around the buildings. The internal characteristics of the spaces created within the proposed buildings have not been given importance, as illustrated in the 2-tower design for both the court development and the commercial development. The efficiencies to be obtained, both internally and externally appear to have not been optimised. There is a need for a clear vision for the site.

A Vision

The driving vision for the site should be to achieve the optimal arrangement to meet functional community needs. Community needs are more than provision of community facilities. They include the overall functioning of the physical premises in meeting the needs of the community in terms of the judicial functions, the recreational and cultural functions, the transportation and connectivity functions, and the employment and economic functions. It should be sustainable in the broad sense of the concept – environmental, social and economic. It should be the focal point for community and social interaction and growth.



Figure 2 Caroline Hill Road as an Urban Park



Figure 3 Terraced podium with stepping profile and edge planters for softer podium edge and better air ventilation

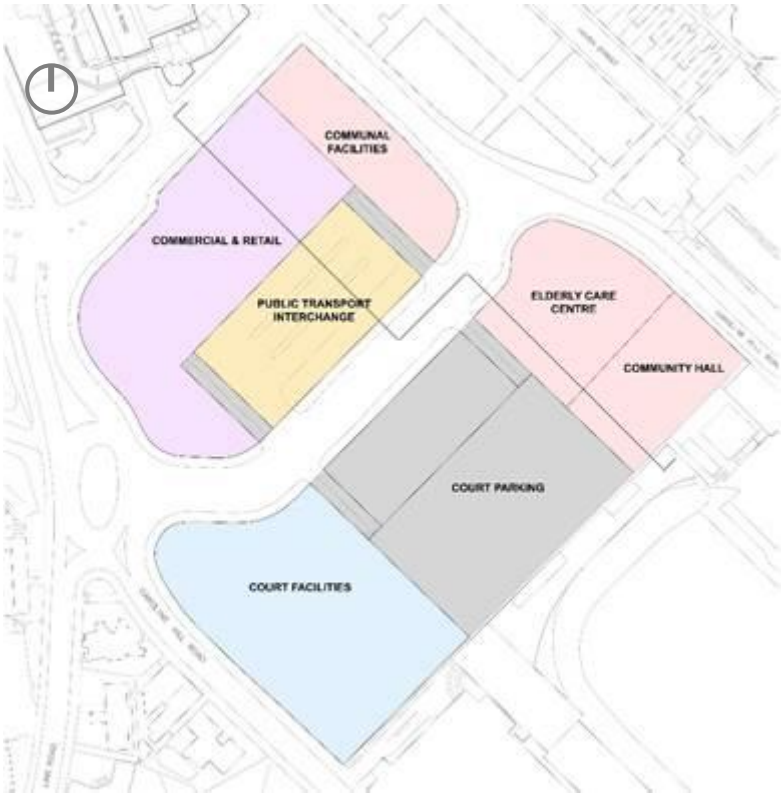


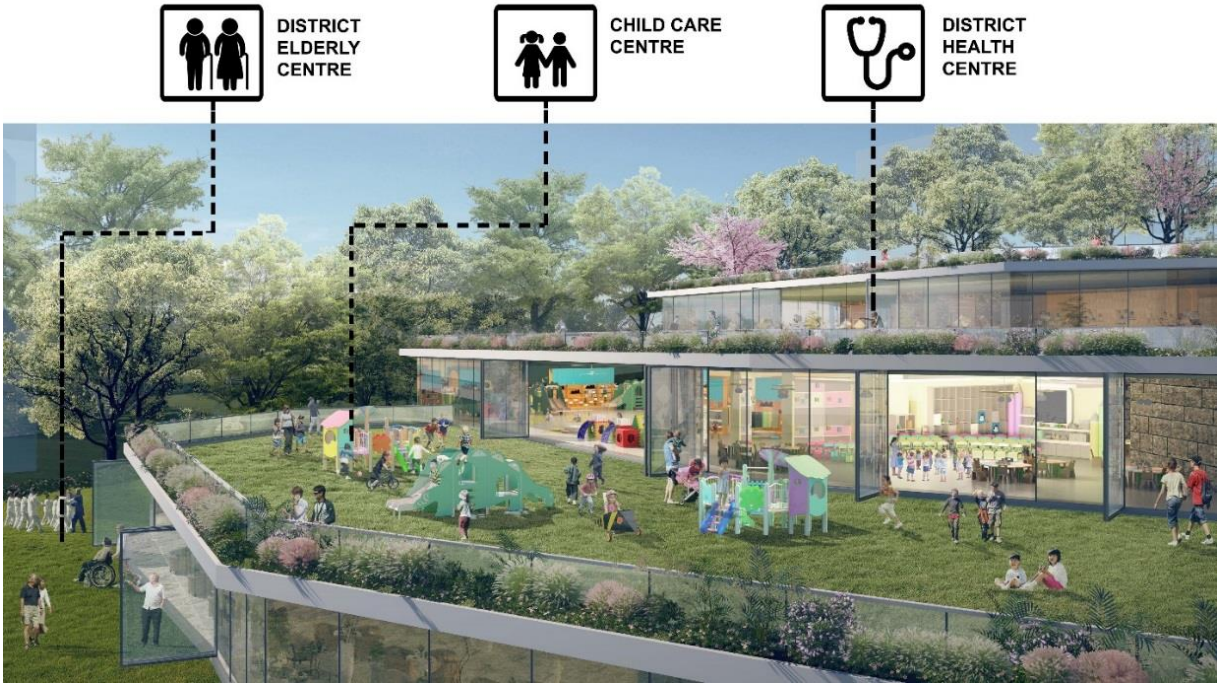
Figure 4 Ground Floor Layout Plan

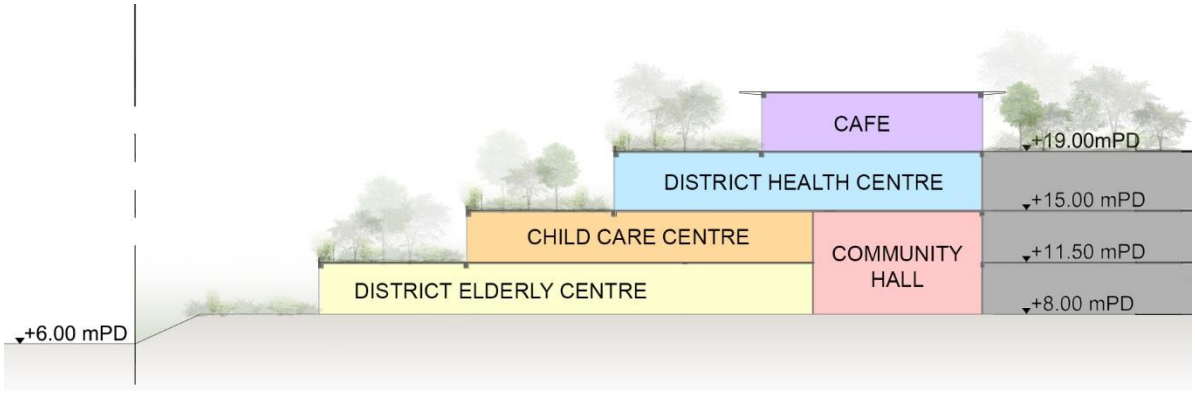
There are three components which can be used to express this vision - “Community”, “Sustainable and Green” and “Smart”.

Community: A Node of Compatible Uses

The CHR site is large enough to include significant government and community facilities. The OZP proposes the District Court, a District Health Centre and Child Care Centre. This is a convenient location which can meet many community requirements for Wan Chai District residents. The Wan Chai District Council asked for a Civic Centre and for a Residential Care Home for the Elderly (RCHE) which have not been included. An elderly residential use on the site is not really compatible with the court function or with the commercial function. But other elderly and civic functions are compatible.

If the CHR site is suitable for a District Health Centre and a Child Care Centre, then it can become a node of compatible community facilities. It is possible to expand the range of community facilities to include a District Elderly Centre, a Community Hall and study rooms. These are all compatible with and supplement the main community use, which would be the District Health Centre. The Vision should include an objective of meeting long term needs of different sectors of the community in this way. Part of this Vision should include a system of pedestrian connections. The CHR site should have an effective, pleasant series of pedestrian connections with other areas in the vicinity, from the Causeway Bay MTR Station and leading to the Hong Kong Stadium.





Figures 5 & 6 Community Facilities accommodated in a stepped podium and integrated with the landscape

Table 1 : Proposed Government and Community Facilities

	Facility	**Area Served**	**Floor Area**
1	District Court	Regional	70,000m^2 GFA
2	District Health Centre	District	1,000m^2 NOFA
3	Child Care Centre	Local	531m^2 NOFA
4	District Elderly Centre *	District	572m^2 NOFA
5	Community Hall *	Local	1,260m^2;
6	Study Rooms *	Local	200m^2
Total Floor Area (excluding District Court of 70,000m^2)			3,563m^2
Total Floor Area of G/IC uses			73,563m^2

*Additional facility proposed

The components of the Government and Community Node at the CHR site could be as in Table 1. This mix of uses will provide a health service for all ages in the community, and facilities to meet the needs of the elderly, students and children. The Community Hall would become an important cultural and leisure point for the diverse groups who live in the locality and would accommodate a wide range of activities. Collectively these facilities would provide synergy for community involvement for people in the Causeway Bay area.

Sustainable and Green – Dominant Public Open Spaces

The Vision is to create a development on the CHR site which meets the highest standards of sustainable urban design and is an example of what should be achieved in Hong Kong. The dominant visual component is the significant multi-levelled green space which reflects the existing formation levels on the site. This expansive green area can be achieved by amalgamating the commercial development into one tower, and consolidating the open spaces into bigger areas and landscaping them better. Giving a priority to creating a high quality integrated urban park means that the road cutting the site into two should be covered and landscaped and become part of a significant public green asset. A stepped structure integrated with the formation levels could accommodate the community facilities.

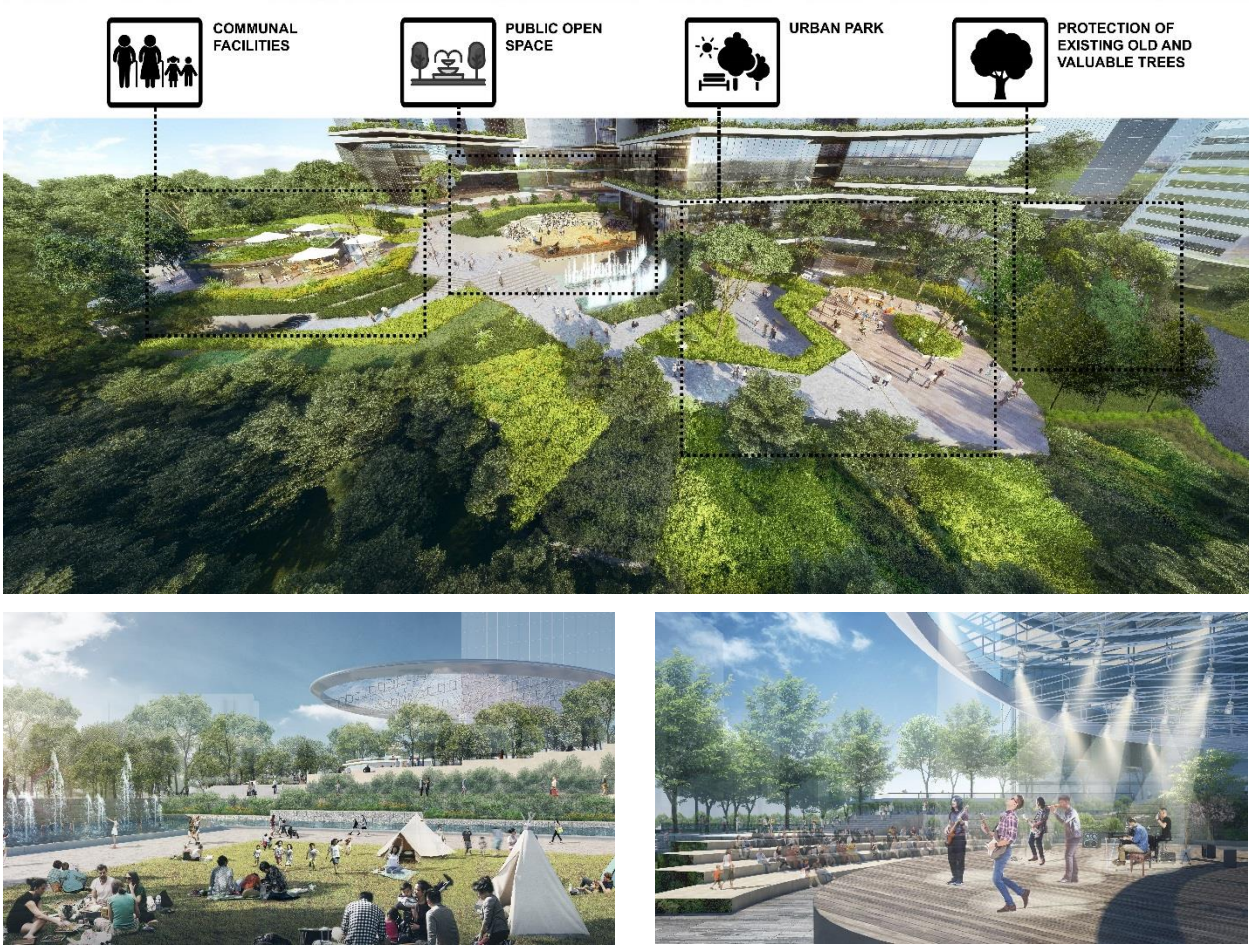


Figure 7, 8 & 9 Caroline Hill Road site as an Urban Park

The green features required by the OZP scheme are the protection of the existing Old and Valuable Trees, particularly the wall trees, and the requirement for a minimum of 6,000m^2 of open space accessible to the public. There is a requirement that the public open space be at grade facing Leighton Road and on the eastern portion of the site facing Caroline Hill Road.

The only other green reference is to air ventilation. Air ventilation is just one component to be taken into account when designing an urban scheme. The application of the air ventilation requirements to the government's conceptual plan is given more significance than required. By considering both the annual & summer wind conditions, adequate air ventilation through the site can be achieved without specifying the detailed dimensions and location of gaps between buildings (detail design enables the settings to maintain the ventilation performance). Other sustainability matters also need to be addressed, such as meeting building permeability requirements, providing more significant greening and more space within the site for the public.

Figures 5 and 6 illustrate how this could take place, with the community uses at the lower levels integrated with the flowing open space through the site. The existing variations in site levels which rise away from Leighton Road can be utilised and natural air flows though the site incorporated into the park design and created by down-wash through gaps in the podium levels.

The buildings could be designed to meet standards of sustainable building design such as Beam Plus, China 3-Star, LEED and WELL.

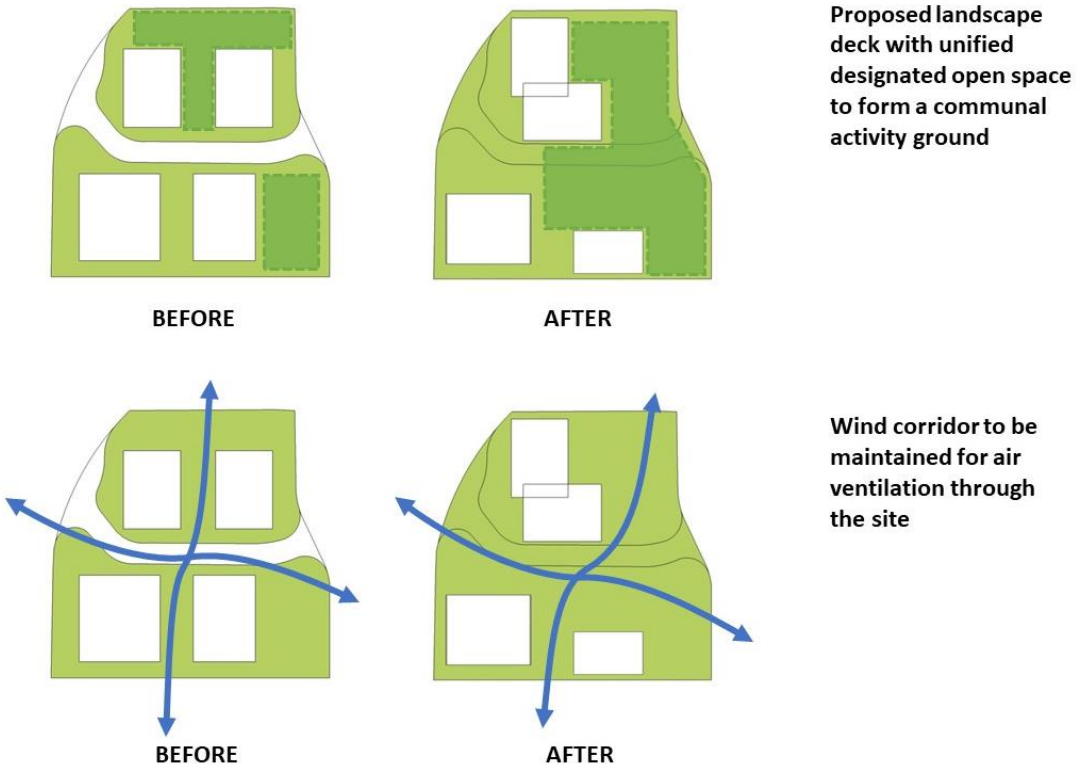


Figure 10 Wind corridor for air ventilation through the site

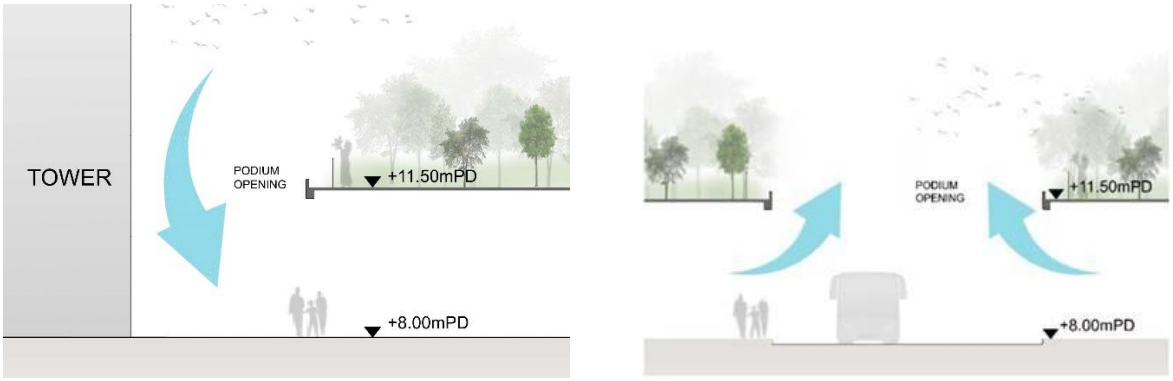


Figure 11 & 12 Down-wash through podium openings at the base of the buildings will help ensure good air ventilation to the lower levels

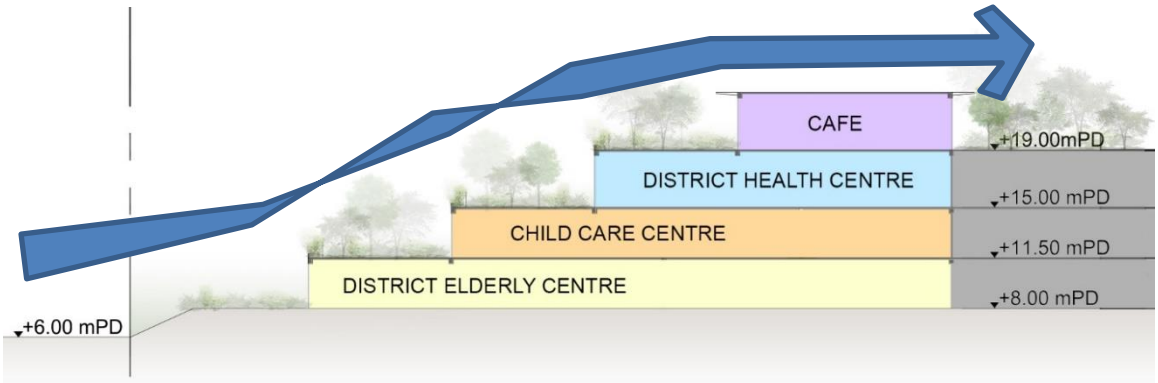


Figure 13 Terraced podium design facilitates air ventilation to the park (reference: HKPSG)

The public park would not just be a landscaped garden. It would be an area of pedestrian movement linking adjacent areas and separating people from cars. It would also be an area of communal activity including spaces for events and performances. The landscape is designed in a way to modify the microclimate of the garden area, by interacting with the sub-tropical Hong Kong weather characteristics, such as the dynamic solar and wind environment. Hence the usable period of thermal comfort throughout a year is maximized to 70% for activities. Extensive greenery will reduce heat island effect of adjacent areas at Causeway Bay. The park would provide external community areas related to the internal community facilities within the building. Holes and skylights are strategically distributed over the podium to allow wind downwash-effect from buildings to street level, and facilitate natural light penetration. The park is for the general public, and the entire development aims to achieve BEAM Plus Neighborhood Version 1.0 Platinum, with features on energy saving, water efficiency, site enhancement, community engagement and outdoor environmental quality.

To completely achieve this Vision it would be desirable that the design of the court buildings also be considered as an important component within this public open space, with public access through a garden environment into the court building. Courts have often been significant public buildings that become landmarks for the communities they are to serve. By accepting this need for a Vision, the court could be designed as an important architectural element which is a significant addition to the public amenity to be created in the CHR site.

Smart City

The nature and form of urban development is increasingly changing as the concept of "Smart City" becomes more a part of everyday life. The development on this site, including the court, the community facilities and the commercial space should include flexibility to accommodate changes in technology, transportation, retail and commercial activity. There is also a need to ensure that the community spaces are designed with a high technology component with capacity to accommodate changes in technology.

There is a need to up-grade the design and provision of the public transport facility. Natural ventilation should be provided from the down-wash created. Internally fully air conditioned waiting lounges with comfortable seating and electronic assistance to monitoring of passenger queuing and arrival of the minibuses should be provided. This transport facility is important for achieving high accessibility to the community facilities to be provided on the site. To encourage the use of public transport, a proper public transport terminus with a pleasant environment such as this should be provided in the CHR site, more than the layby proposed in Planning Department's scheme.

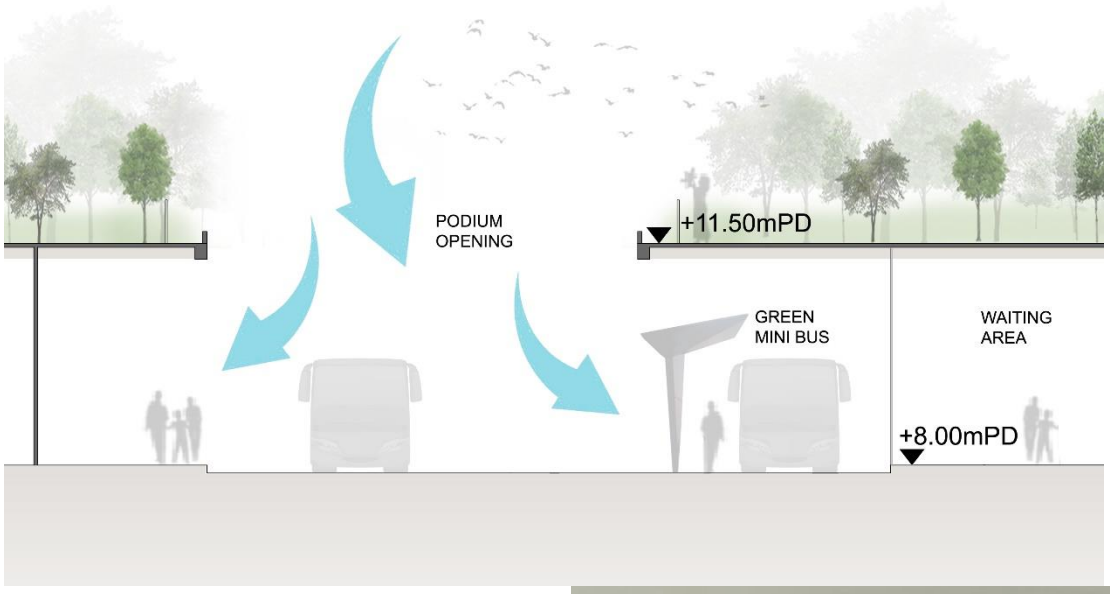






Figure 14, 15 & 16 Green Minibus Terminal with skylights and indoor waiting area creates a bright and ventilated Terminal.

Provision of interactive digital screens broadcast minibus timings, weather and news info, free Wi-Fi connection, and phone charging ports can keep most passengers entertained while waiting.



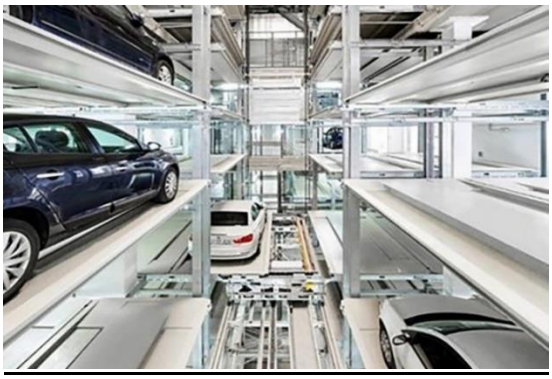
Figure 17 Interactive digital screens

Automated Car Parking System

There is a requirement for a public car park of not less than 125 parking spaces and a public transport facility for minibuses. With constantly changing transportation components these should be provided to meet changing needs in transportation and in particular, the progression towards electric powered vehicles and artificial intelligence, and the use of smart technology in transportation management.

Implementation of automated car parking system can minimize car park area and hence allowing more area for non-parking purposes or green spaces. Meanwhile, it can also facilitate fast parking of cars and retrieval times for drivers, and improve drivers and passengers' safety without the need of walking through parking lots or garages. In addition, it also helps on reducing CO_2 emissions by eliminating the need for cars to drive while searching for parking spaces.





Figures 18 and 19 Automated car parking System

E-Parking System

Provision of online parking reservation system can allow drivers to book their parking space via both PC and Apps before their journey and hence reducing unnecessary traffic circulation on road network for searching vacant spaces. Besides, integration of online payment via mobile phone into the system can also help on reducing the processing time at the car park exit for better operation.



Figure 20 E-Parking System

Implementing a Visionary Scheme

Within the basic planning controls of building height and maximum permitted GFA, the controls on the design of the future development need to be flexible so as to achieve the best outcome. The preparation of a comprehensive design for the whole site could best be achieved if an overall Master Plan was prepared by one agency. The design, form and location of the buildings and open space on the whole CHR site need to be closely integrated. The current conceptual plan shows little integration of the court requirements with the whole of the Master Plan. If the criteria shown on the government's conceptual plan are carried forward to be included in lease conditions then the outcome will be a sub-optimal development on the site.

The Court Buildings

The scheme should be as flexible as possible by including specific technical design requirements for the court facilities, but not specifying precisely where they should be. The new court building (or buildings) should be presented as iconic representations of public architecture which reflect the role of the courts as venues for justice dispensed by the District Court, the Family Court and the Lands Tribunal. These important public functions should be presented in the building form and quality, and also in the way they relate to the neighbourhood and to the open spaces created around them.

The court site appears to be unnecessarily divided into two components by the air ventilation requirement. Before such a requirement predicates the whole form of the court buildings on the site, there needs to be a careful consideration of the need for the air ventilation corridor and then if it is required, the need for the width dimensions and location of the ventilation corridor.

An Expert in air ventilation evaluation has reviewed the proposals in of this representation and confirmed that there are alternatives which can achieve the air ventilation objectives while providing flexibility for other components to be optimised.

The Community Facilities

The community facilities are to be provided by the developer of the commercial facilities and the OZP requires the community floor space to be deducted from the total floor area available for

the commercial development, which is 100,000m^2. The Wan Chai District Council expressed requested that the priority should be for the provision of community facilities rather than for commercial development. Additional community facilities can be provided in the CHR site as proposed in Table 1. The floor area is 3,563m^2, only 2,033m^2 greater than that required by the OZP. This increase is insignificant in terms of the total development within the C(2) zone.

It is therefore possible to include a significant community component in the CHR site which will meet better meet community needs than the proposals on the OZP. A priority can be given to community facilities and it is not necessary to choose between one facility and another. Space is available.

The Public Open Space

The creation of a green park on the site must be a priority. At present it is the "left over space" after requirements for other uses. The division of the site in to small components, with a significant separation by the proposed road must be reconsidered. Significant useful public space over several levels can link the site together and enhance the sustainability of the whole development, both physically and socially.

The Commercial Component

The commercial floor space is the residual space permitted after meeting the community requirements. This creates a priority for achieving an effective and integrated community focal point for the locality. The commercial component is the means for ensuring good design and implementation of the total development. The commercial component will provide additional business and employment space which would complement the importance of Causeway Bay as an office node. It would also provide space for legal offices to support the court functions that will be located here.

The design controls should be flexible to promote the development of a Grade A office building on the site, including the opportunity to achieve an efficient floor plate to meet the changing requirements of commercial operators and to meet the highest standards of sustainable building design.

Comprehensive Design

The CHR site should be designed and implemented in a comprehensive way to achieve the best outcome. A truly comprehensive approach to the use of the site will need to start with a Vision such as outlined above.

The Role of the Town Planning Board In Achieving the Vision

The OZP does not contain a Vision for the future development within the C(2) zone and the G/IC(2) zone. It also does not contain a mechanism to ensure that a comprehensive design of the site will be achieved. The best way to achieve this would be to require the future development to be approved through an application to the TPB. Public comments on the proposal would also be possible through this process, rather than an internal process where only government departments would be involved.

Conclusion

A Vision for the development of this site has been presented in this submission. It should be included in the Explanatory Statement of the OZP. There is scope to include more community facilities and these should be required in the OZP. Flexibility should be provided to promote a comprehensive design, to minimise the impact of roads and to encourage creation of a significant public open space around the court and commercial buildings.

The suggestions included in this document, and the related proposals to change the provisions on the OZP, will go a long way towards achieving the high quality urban development that should be built on the CHR site.

Masterplan Limited

CONTINUE FROM NEXT PAGE 001

Elderly and the aged to walk from MTR

Please consider it

TPB/R/S/H7/20-7

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
電話: 2231 4810, 2231 4835
傳真: 2877 0245, 2522 8426
EMAIL: tpbpd@pland.gov.hk

有關反對搬遷蘭芳道 21M 小巴總站

本人為龍華花園之居民，現就黃泥涌分區計劃大綱核准圖編號 **S/H/19A** 的修訂項目，反對將位於蘭芳道的 21M 小巴總站遷至加路連山道新建之商業樓宇地下總站。

新總站遠離銅鑼灣中心地帶，距離港鐵站更需要超過 10 分鐘步行路程，期間並無任何摭蓋，由於 21M 小巴仍本苑唯一的公共交通工具，大部份居民都倚賴其進出屋苑，因此計劃對本苑居民生活造成嚴重不便。

此致
城市規劃委員會

[redacted]

姓名：[redacted]

日期：26/7/19

781

tpbpd

寄件者: [redacted]

寄件日期: 19日07月2019年星期五 11:24

收件者: 'tpbpd'

副本: [redacted]

主旨: OZP No. S/H7/20

TPB/R/S/H7/20-8

Dear Ms. Tse,

Thank you for your email.

Please be informed that my submission is in relation to the draft Outline Zoning Plan **OZP No. S/H7/20**. My HKID first four alphanumeric characters number is [redacted]

Best Regards,

Chan Sze Hung

From: tpbpd [mailto:tpbpd@pland.gov.hk]
Sent: Thursday, July 18, 2019 4:12 PM
To: [redacted]
Subject: RE: The Approved Causeway Bay OZP No. S/H6/17

Dear Sir/Madam,

I refer to your preceding email dated 16.7.2019.

Since the draft Outline Zoning Plan (OZP) number quoted in your submission is No. S/H6/17 and the content seems to relate to draft OZP No. S/H7/20. I would like to clarify which draft OZP your representation submission relates to. Your reply by 24.7.2019 is high appreciated.

Furthermore, your attention is specially drawn to the latest guidelines TPB PG-No 29B in relationship to the submission of representations / comments / further representation. In particular, if the full name and the first four alphanumeric characters of HKID card / passport number are not provided, the submission shall be treated as not having been made.

If there is any question, please feel free to contact me at 2231 4323. Thanks.

(Christina TSE)
Town Planning Board Secretariat

From: [redacted]
Sent: Tuesday, July 16, 2019 3:28 PM
To: tpbpd@pland.gov.hk
Cc: [redacted]
Subject: The Approved Causeway Bay OZP No. S/H6/17

Dear Sirs,

Please see the attached letter to the Town Planning Board Secretariat dated 16th July 2019 for your attention.

Best Regards,

Chan Sze Hung

tpbpd

寄件者: [redacted]
寄件日期: 16日07月2019年星期二 15:28
收件者: tpbpd@pland.gov.hk
副本: 'an'
主旨: The Approved Causeway Bay OZP No. S/H6/17
附件: SKM_C65819071615250.pdf

Dear Sirs,

Please see the attached letter to the Town Planning Board Secretariat dated 16th July 2019 for your attention.

Best Regards,

Chan Sze Hung

2199

CHAN SZE HUNG

[redacted]

16th July 2019

By email: tpbpd@pland.gov.hk and By Post

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Sirs,

Re: The Approved Causeway Bay OZP No. S/H6/17

I am a resident of Beverly [redacted] I strongly object to the re-zoning of the piece of land at the corner of Leighton Road and Caroline Hill Road for commercial purpose ("**the Land**"). The Land was previously occupied by the Hong Kong Government's Mechanical and Electrical Engineering Department which is a low density development.

The re-zoning of the Land into commercial area may entail high density commercial development which does not sit well with the predominately residential characteristic of the neighborhood and will also cause huge traffic congestion if the additional traffic already created by the developments known as Lee Gardens 1, 2, 3, 4, 5 in the vicinity is taken into account.

Further, its area is adjacent to So Kon Po and the stated purpose of the outline zoning plan is that the developments in So Kon Po are mainly for recreation and government, institution or community ("**GIC Use**") excluding commercial use.

Hence, allowing high density commercial development in the vicinity of So Kon Po will defeat the whole purpose of the outline zoning plan.

Yours faithfully,

CHAN SZE HUNG

CSH/fw

TPB/R/S/H7/20-9

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
電話: 2231 4810, 2231 4835
傳真: 2877 0245, 2522 8426
EMAIL: tpbpd@pland.gov.hk

有關反對搬遷蘭芳道 21M 小巴總站

本人為龍華花園之居民，現就黃泥涌分區計劃大綱核准圖編號 S/H/19A 的修訂項目，反對將位於蘭芳道的 21M 小巴總站遷至加路連山道新建之商業樓宇地下總站。

新總站遠離銅鑼灣中心地帶，距離港鐵站更需要超過 10 分鐘步行路程，期間並無任何遮蓋，由於 21M 小巴仍本苑唯一的公共交通工具，大部份居民都倚賴其進出屋苑，因此計劃對本苑居民生活造成嚴重不便。

此致
城市規劃委員會

姓名：黎明基 [redacted]

日期：24/7/19

779

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
電話: 2231 4810, 2231 4835
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此致
城市規劃委員會

姓名：黎明基 [redacted]

日期：24/7/19

779

TPB/R/S/H7/20-10

城市規劃委員會
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此致
城市規劃委員會

姓名：[redacted]

日期：24/07/19

The distance is too far for young children and the aged to walk from MTR. Please consider it

780

城市規劃委員會
地址: 香港北角渣華道 333 號北角政府合署 15 樓
電話: 2231 4810, 2231 4835
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此致
城市規劃委員會

姓名：[redacted]

日期：24/07/19

The distance is too far for young children and the aged to walk from MTR = 7.80

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	Date Received 收到日期	

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Town Planning Board

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

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

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

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

Full Name 姓名 / ~~名稱 (Mr. /Ms./Company/Organisation* 先生/女士/公司/機構*~~)

伍婉婷 Ng Yuen Ting, Yolanda

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意: 若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	The draft Wong Nai Chung OZP No. S/H7/20

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
將原有地帶分別改劃為「商業(2)」及「政府、機構或社區(2)」地帶	☐ support 支持 ☑ oppose 反對	該地帶規劃設計應以整體發展作考慮，不應切割為兩個獨立發展項目。
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

另附建議草圖。

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

☑ at the appropriate box 請在適當的方格內加上 ☑ 號

敬啟者：

就黃泥涌分區計劃大綱核准圖編號 S/H7/19 的修訂向城規會提出意見

就黃泥涌分區計劃大綱核准圖編號 S/H7/19 的修訂，本人分別在本年 5 月 8 日及 7 月 4 日灣仔區議會會議上提出意見，包括土地用途、交通配套、行人道及公共設施等，並反對目前政府提出的方案。

是項規劃諮詢期間，本人收集了區內居民、不同持份者以及城市規劃專家意見，就有關方案提出建議如下：

1. 以整體發展規劃考慮，不應將法院用地與公共設施及商業用地切割為兩個獨立項目；
2. 增加社區用地：由原來建議的 3000 平方米增至 8000 平方米，以容納社區設計包括幼兒中心、康健中心、青年中心、長者護理中心等以回應社區需要；
3. 削減商業用地：建議將兩座大樓的設計改為一座，甚或轉為高低座設計，一方面改善城市通風、另一方面營造最佳城市空間布局，削減原商業總樓面面積最少三分之一，避免週邊交通道路超負苛，減少對周遭環境的影響；
4. 增加休憩用地：將綠化區域連貫融合為一體，營造出設計開放的公共空間。休憩用地面積由原來 6000 平方米增至 12000 平方米。
5. 改善交通配套：擴展五層地庫，包括兩層停車場、一層交通交匯處及兩層作其他用途。
6. 建議政府在項目範圍內，考慮設置地底及/或架空天橋連接系統，以便連接該發展項目與週邊地段，以便公眾到達。
7. 建議政府將項目內的兩個地段合併發展，以興建一個整合的大型地下停車場。相較分別建造兩個地庫的安排，節省成本並提高停車場的規劃和營運效率。

隨函另附建議方案，供委員會考慮。

此致
城市規劃委員會

RECEIVED
24 JUL 2019
Town Planning Board

灣仔區議員
伍婉婷
謹啟

2019 年 7 月 24 日



NEW OPTION FOR THE DEVELOPMENTS OF CAROLINE HILL ROAD SITE

加山用地新方案

- Ms Yolanda Ng, Wan Chai District Councillor
  灣仔區議員伍婉婷
- Dr Francis Cheung, Urban Designer
  城市設計師張量童博士

BACKGROUND
背景

- In her first Policy Address 2017, CE announced the plan of the construction of a District Court Complex at Caroline Hill Road to house the District Court, the Family Court and the Lands Tribunal.

  行政長官在2017年施政報告中提出，政府擬在加路連山道興建一座容納區域法院、家事法庭及土地審裁處的區域法院綜合大樓。

- The Caroline Hill Road site was originally intended for commercial development. Amendments to the relevant Outline Zoning Plan was required for the construction.

  加路連山道用地原本擬用作商業發展。為配合整個發展計劃，有關的分區計劃大綱圖需要作出修訂。

BACKGROUND
背景

- The Planning Department, together with concerned Government departments, had consulted WCDC on 8 May 2018 regarding the proposed developments at the Site. Members concerned about the site selection of the new law court and traffic impacts to the local district brought by the developments. Individual members suggested the Government to include in the site more community facilities that could benefit the entire Wan Chai district and also requested to consult WCDC again before submitting the rezoning proposal to the Town Planning Board.

規劃署連同相關政府部門於 2018 年 5 月 8 日就用地的擬議發展諮詢灣仔區議會。議員關注新法院的選址及用地發展對該區的交通影響，亦有議員希望政府可於 用地加入更多可服務整個灣仔區的社區設施，並要求政府向城市規劃委員會提交改劃建議前再次諮詢區議會。

BACKGROUND
背景

- In January of this year, The Planning Department submitted the revised proposed developments at the Caroline Hill Road Site to the Wan Chai District Council (WCDC)

  至今年1月規劃署向區議會提交經修訂的擬議發展文件。

- The Caroline Hill Road Site will provide a total gross floor area (GFA) of not more than 170,000m2, including 100,000m2 for commercial use and 70,000m2 for the New District Court. (**Plan 1** and **Plan 2**)

  加路連山道用地擬議發展預計會提供不超過 170,000 平方米的總樓 面面積，包括 100,000 平方米的商業用途及 70,000 平方米作新區域法院(圖一及圖二)。

BACKGROUND
背景

- The Town Planning Board has announced amendments to the approved Wong Nai Chung Outline Zoning Plan in late May this year. The amendments mainly involve:

  今年五月底，城市規劃委員會（城規會）宣布修訂黃泥涌分區計劃大綱核准圖，修訂項目主要包括：

  1. Rezoning the northern and eastern parts of the Caroline Hill Road site fronting Leighton Road from "Other Specific Uses" annotated "Sports and Recreation Club" and "Government, Institution or Community" (G/IC) to "Commercial (2)" for commercial development; and

     加路連山道用地北面及東面、面向禮頓道的部分，由「其他指定用途」註明「體育及康樂會」地帶及「政府、機構或社區」地帶改劃為「商業（2）」地帶，作商業發展；

  2. Rezoning the southern part of the Caroline Hill Road site from "G/IC" to "G/IC(2)" for the establishment of the District Court and revising the site's building height restriction.

     加路連山道用地南面部分，由「政府、機構或社區」地帶改劃為「政府、機構或社區（2）」地帶，以興建區域法院，並修訂有關用地的建築物高度限制。

BACKGROUND
背景

- On 4th July, at the Wan Chai DC meeting, the council strongly objected the recent development plan proposed by the government regarding their suggestions on improving the transportation of CWB and the planning of ex-Electrical and Mechanical Services Department Headquarters Site at Caroline Hill Road. The council pointed out that while there is a lot of controversies on the recent planning on the aspects of transport support, environment and landscape, and floor area, the project may cause serious impacts to the residents.

  在7月4日舉行的灣仔區議會大會上，灣仔區議會強烈反對政府現行提出的銅鑼灣交通改善及加路連山道前機電工程署大樓改作商業用地的規劃方案，指出由於現行的方案於交通配套、環境及景觀、可建築樓面面積都存有很大的爭議，對區內居民造成嚴重的影響。

- The council requested the government to include communal facilities, civic centre and elements of public greening area, and study out a new proposal which fits the residents' needs better.

  灣仔區議會要求政府必須加入社區設施、文娛中心及公共綠化空間的元素，並擬定一個更切合當地居民需要的新方案。

- The council had passed a motion, requiring any new proposals have to be submitted to the council for discussion and approval before submitting to the Town Planning Board.

  灣仔區議會通過動議，要求任何新方案必須先提交灣仔區議會作討論，獲得通過後方能提交至規劃署及城市規劃委員會。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

DEMAND FOR COMMUNAL FACILITIES
缺乏社區公共設施

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

  議會一直要求在加路連山道用地增建文娛中心。可是，政府不但忽視這項社區需求，並因發展商業用地而收回兩個體育會的用地。她促請政府考慮如何補償因商業發展而損失了的文娛康樂設施。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

DEMAND FOR COMMUNAL FACILITIES
缺乏社區公共設施

- The Council agree that child care service was in short supply in Wan Chai. However, it doesn't mean that the health care and child care services should be provided at the expense of recreational facilities.

  認同區內的託兒服務遠遠供不應求，但不認為若要提供康健中心和幼兒中心，便必須犧牲文娛康樂設施。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

AVOIDANCE OF CONGESTION
交通負荷過重

- Today's proposal which included the provision of a green minibus stand, a health care and a child care services center seemed to paint a rosy picture. However, traffic concerns raised by the Council earlier, including the severe traffic congestion at Caroline Hill Road and Leighton Road, had not been resolved at all.

  當局今天提出的方案看似美好，既有專線小巴站，又有康健中心和幼兒中心。可是，議會之前提出的交通問題，包括加路連山道和禮頓道的嚴重交通擠塞，卻完全未曾解決。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

AVOIDANCE OF CONGESTION
交通負荷過重

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

  署方的交通研究似乎只圍繞加路連山道附近幾條街道，並未考慮居民對內街、軒尼詩道等一帶的關注，亦沒有納入假日的交通評估。此外，如加設任何公共交通設施，也應納入交通影響評估之內。

COMMENTS FROM DISTRICT COUNCIL
區議會意見

PLEASANT PEDESTRIAN JOURNEY
優化行人通道

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

  銅鑼灣市中心與加路連山道相距甚遠。鼓勵市民步行未嘗不可，但應為市民提供愉快的步行經驗，這包括確保道路暢通可達和整潔等。事實上，愉快的步行經驗是現代城市管理的要素。加路連山道既然是新發展用地，當局可加入更多創新元素。

LOCAL CONCERN
街坊意見

- Excessive commercialization of the future Caroline Hill Road site

  街坊擔心項目會過度商業化發展

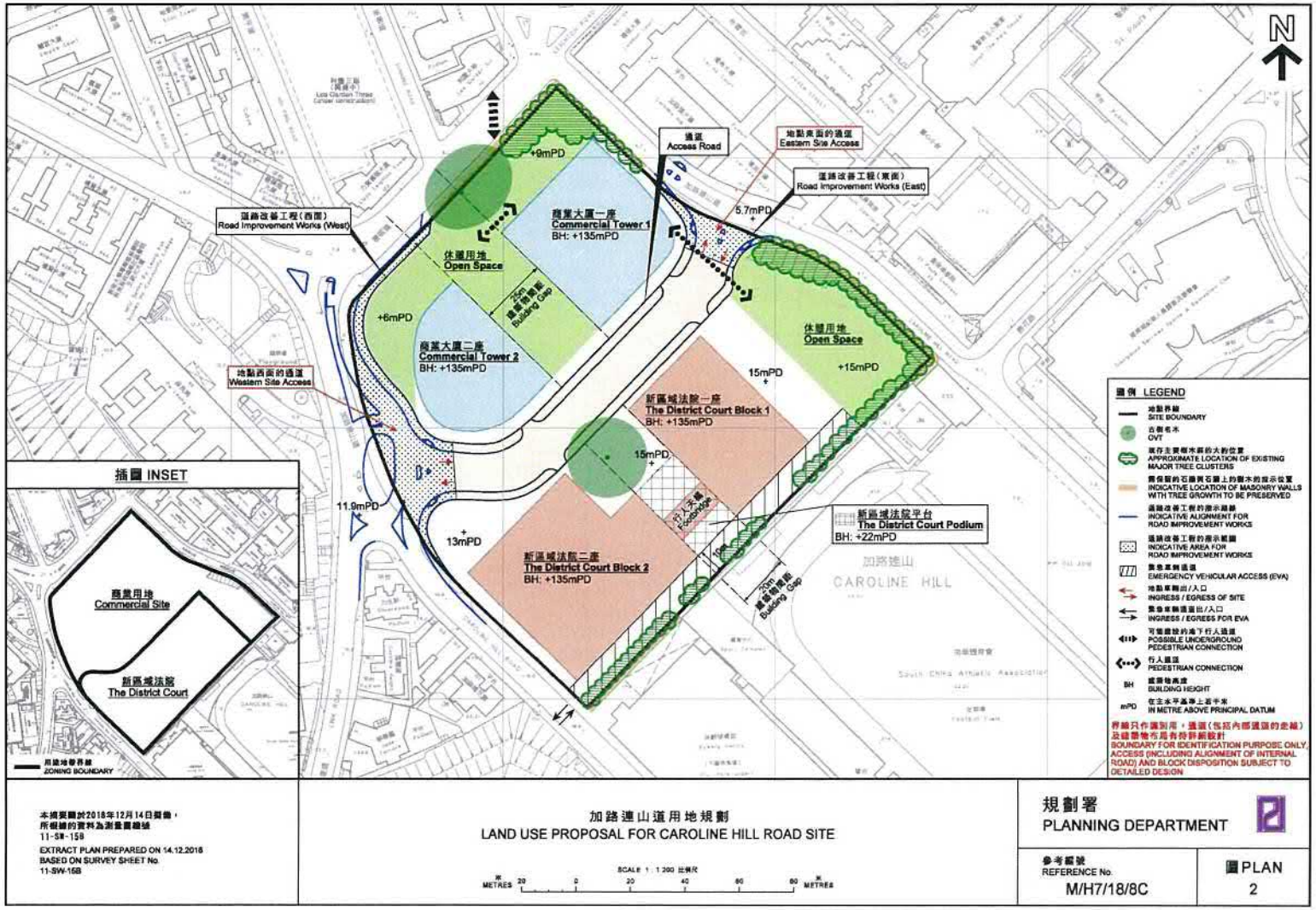
- The future commercial development could paralyze traffic in Causeway Bay

  街坊關注交通影響，銅鑼灣本來已經經常塞車，新商業發展區隨時導致交通大癱瘓

- New buildings on the site may affect ventilation and the local landscape

  加山用地建高樓大廈影響鄰近通風及景觀

GOVERNMENT PROPOSAL
政府提案



GOVERNMENT PROPOSAL
政府提案



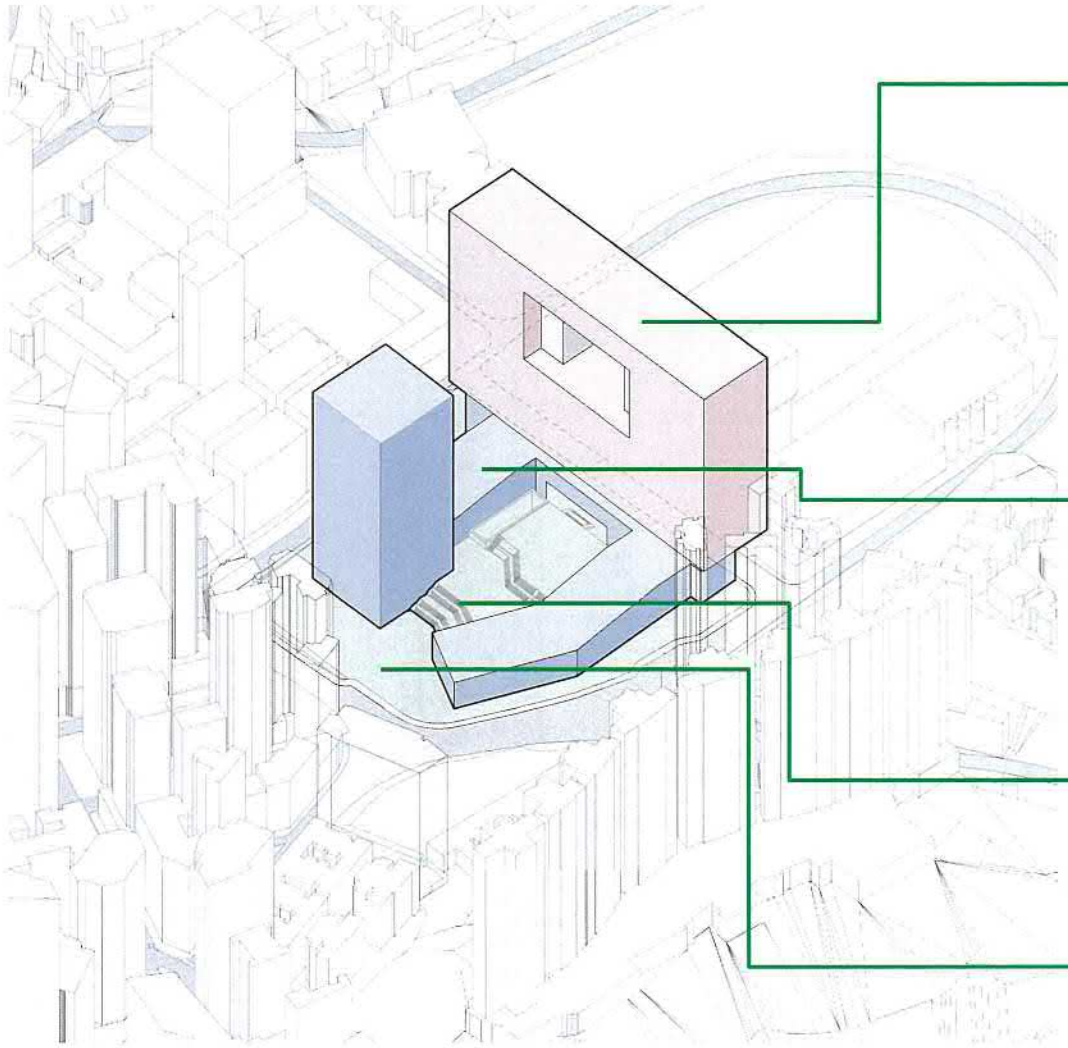
OUR PROPOSAL

我們的設計方案

OUR SCHEME
我們的方案



OUR SCHEME
我們的方案



COURT COMPLEX
法院大樓

COMMERCIAL & COMMUNITY FACILITIES
ELDERLY CARE CENTRE, CHILD CARE CENTRE, COMMUNAL HEALTH CENTRE. YOUTH ACTIVITIES CENTRE, ELDERLY ACTIVITIES CENTRE, CIVIC CENTRE, ETC.

商業及社區設施
長者護理中心，幼兒中心、地區康健中心、青年活動中心、長者活動中心、社區會堂及其他

AMPHITHEATRE
露天廣場

ENTRANCE PLAZA
入口廣場

CONCEPT HIGHLIGHTS
設計重點

- **Increase community land:** From 3,000 square meters up considerably to 8,000 square meters. The new design will accommodate a wide range of civic facilities including an elderly care centre, a childcare centre, a district health centre, a youth activity centre and a community hall.

  增加社區用地：由原來建議的3000平方米倍增至8000平方米，可容納長者護理中心、幼兒中心和地區康健中心、青年活動中心、社區會堂等社區設施。

CONCEPT HIGHLIGHTS
設計重點

- **Reduction of commercial land use:** Reduce the number of commercial buildings from two to one, and the proposed commercial gross floor area by at least one-third to:

  i) improve urban ventilation
  ii) create the best urban space design
  iii) avoid worsening local traffic
  iv) lower the impact on the surroundings

  削減商業用地：建議將兩座大樓的設計改為一座，甚或轉為高低座設計，一方面改善城市通風、另一方面營造最佳城市空間布局，削減原商業總樓面面積最少三分之一，避免週邊交通道路超負苛，減少對周遭環境的影響。

CONCEPT HIGHLIGHTS
設計重點

- **Increase open space:** Integrating the green areas on the site can create a new public open space. The recreational space will be increased from 6,000 square meters to 12,000 square meters.

  增加休憩用地：將綠化區域連貫融合為一體，營造出設計開放的公共空間。休憩用地面積由原來6000平方米增至12000平方米。

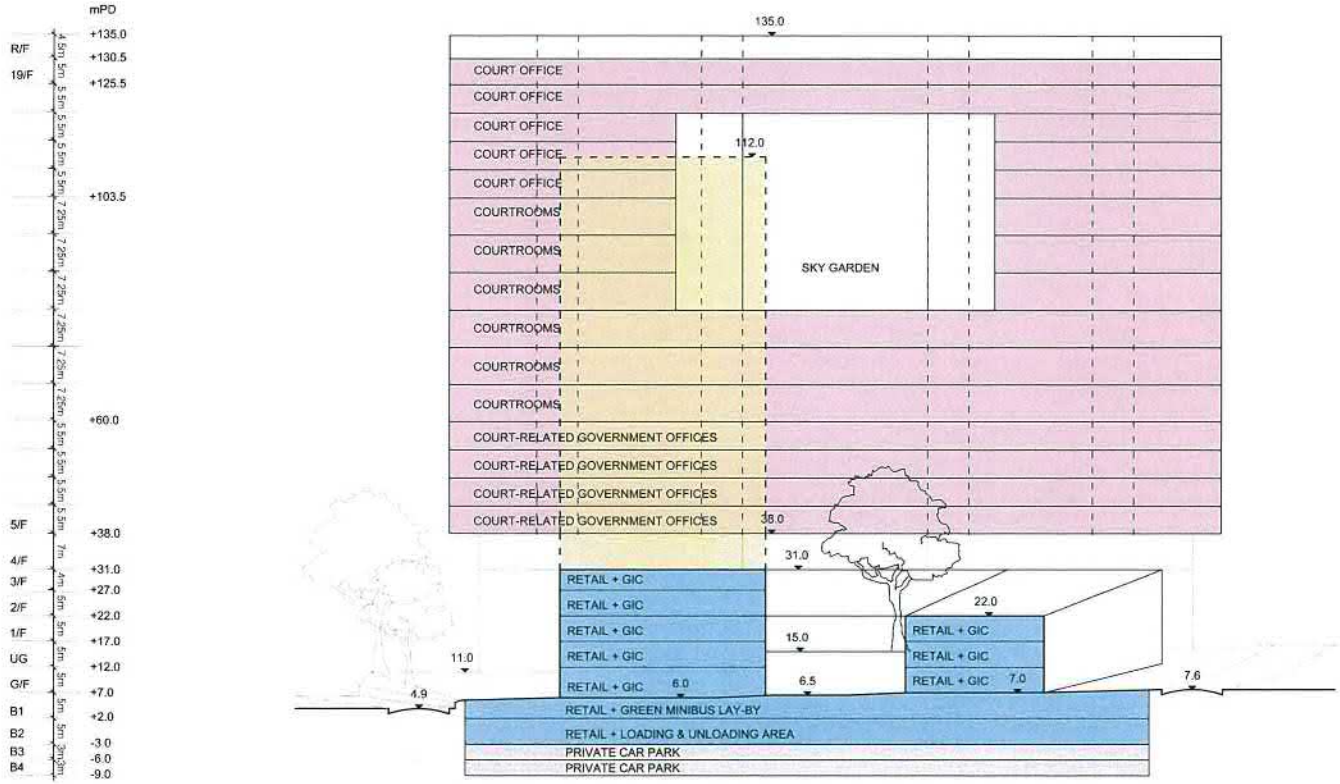
- **Improve transport support:** Expand the site with a five-storey basement, which includes a two-storey car park, a public transport interchange and two floors for other purposes.

  改善交通配套：擴展五層地庫，包括兩層停車場、一層交通交匯處及兩層作其他用途。

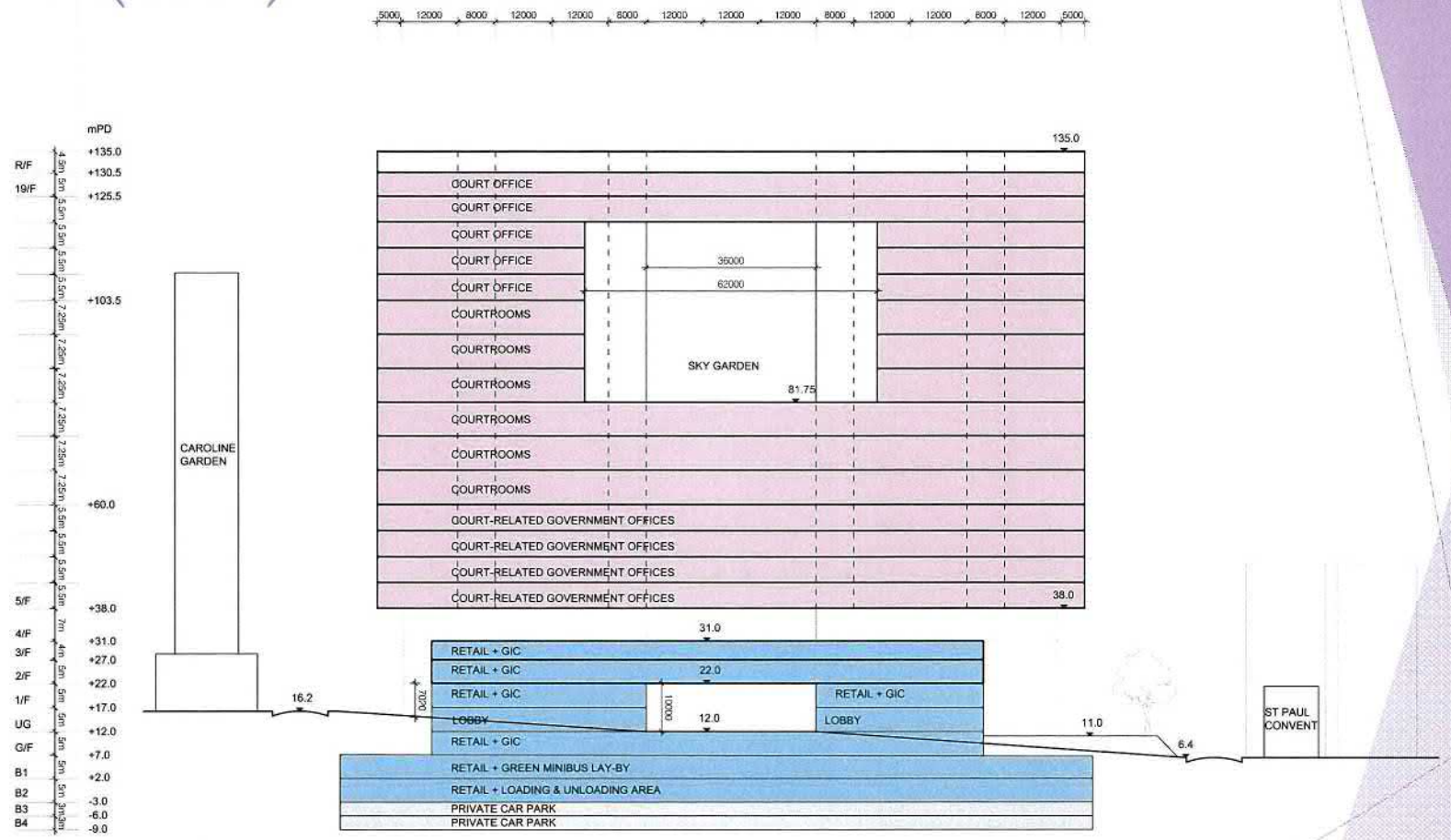
LAYOUT PLAN
平面圖



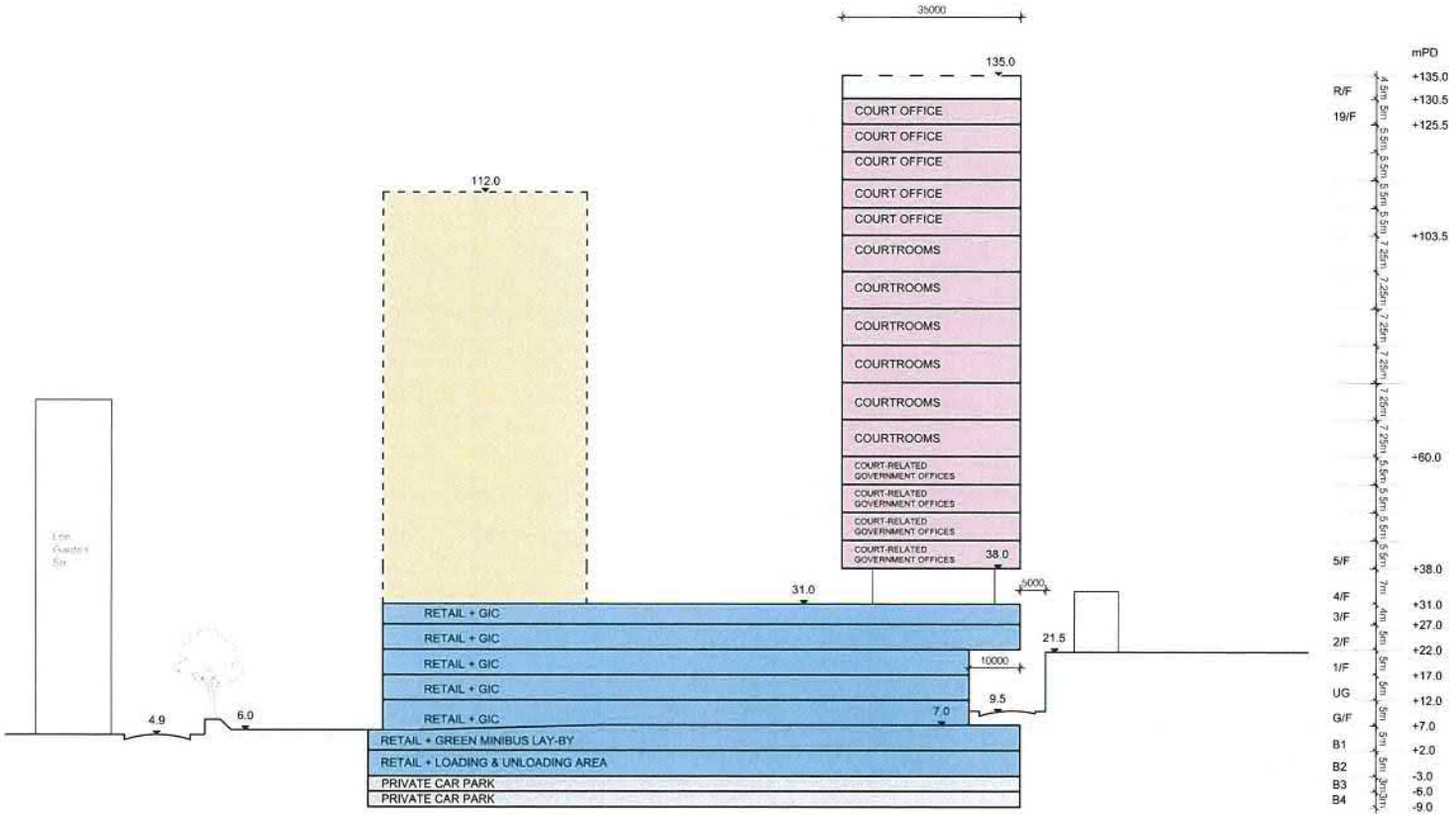
ELEVATION (NW)
立面圖 (西北)



ELEVATION(SE)
立面圖(西南)

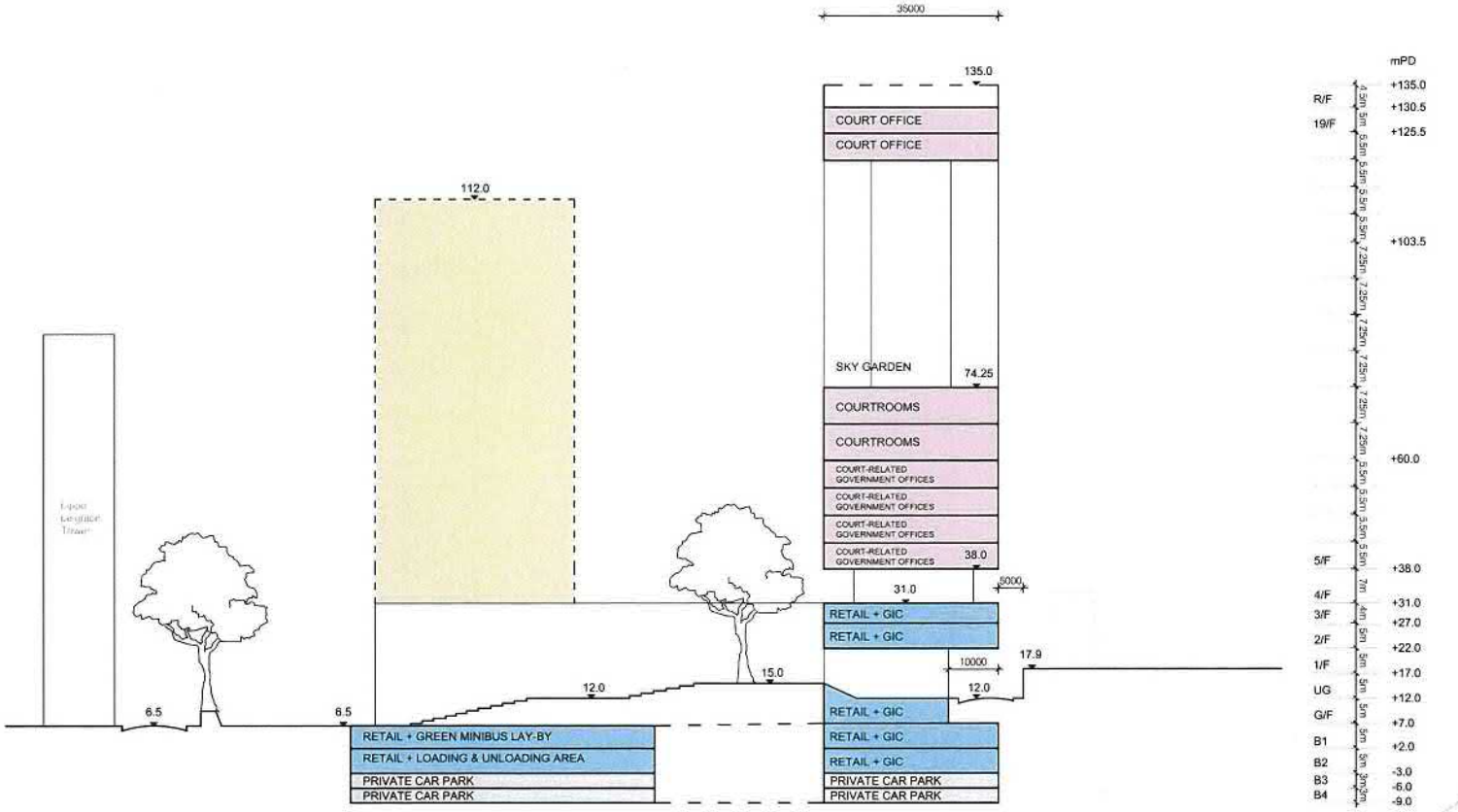


SECTION
剖面圖



SECTION A-A

SECTION
剖面圖



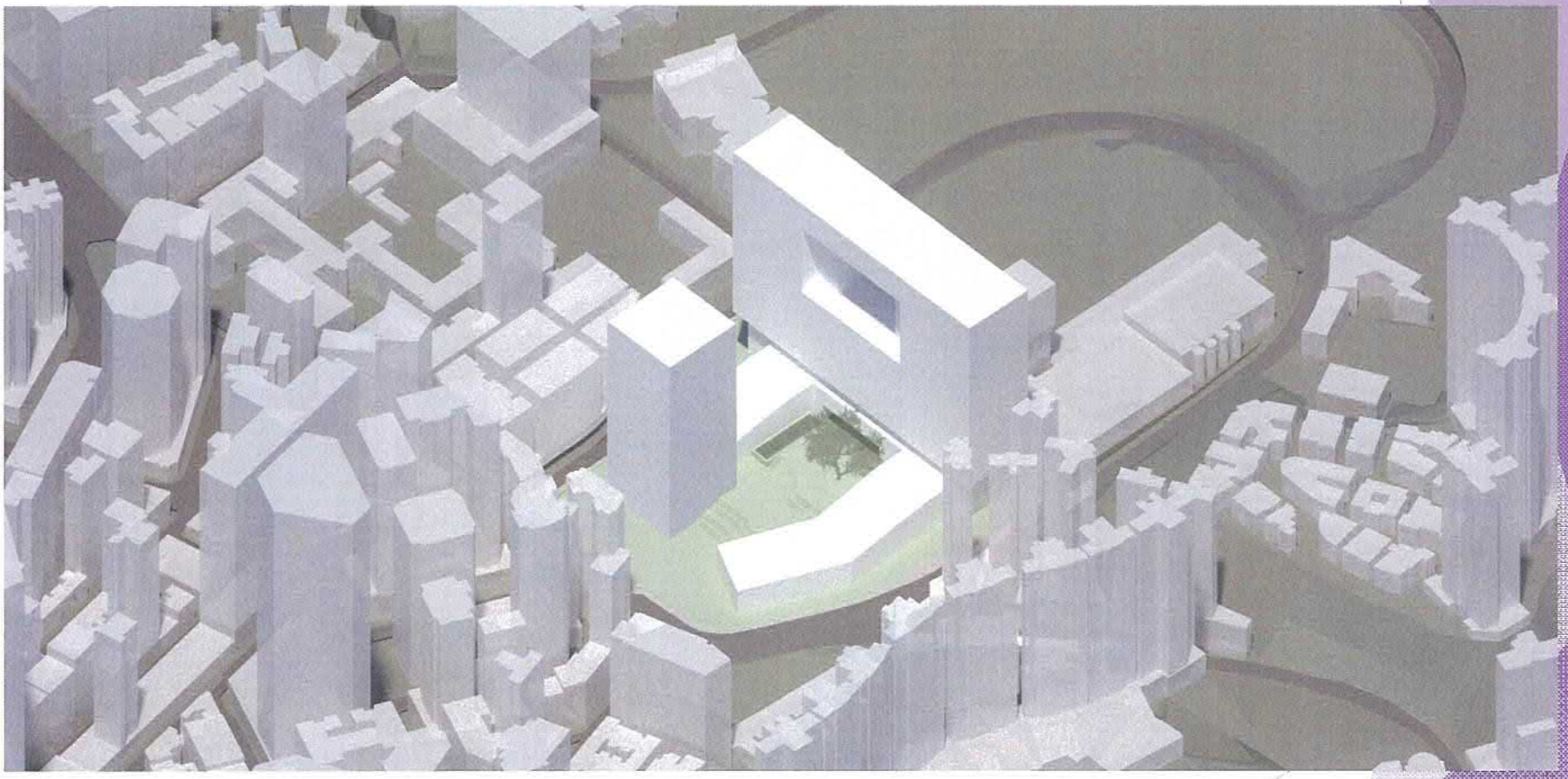
SECTION B-B

SCHEME COMPARISON
方案比較



GOVERNMENT SCHEME
政府的方案

SCHEME COMPARISON
方案比較



OUR PROPOSED SCHEME (BASE SCHEME)
我們的方案

SCHEME COMPARISON - DEVELOPMENT CONTENT
方案比較 -發展內容

		Commercial & G/IC	District Court	Total
Zoning Area		N/A	N/A	26,583 sqm
Development Site Area		Combined		26,583 sqm
GFA	Commercial	67,000 sqm*4	0 sqm	67,000 sqm
	G/IC	8,000 sqm	70,000 sqm	78,000 sqm
	Total	75,000 sqm	70,000 sqm	145,000 sqm
Plot Ratio		About 2.821	About 2.633	About 5.455
Building Height (max)		112mPD	135mPD	N/A
No. of Stories		4-24	21	N/A
Open space (sqm)		12,000sqm		12,000sqm
Commercial Parking Spaces	Car /LGV	337	N/A	337
	Motorcycle	17	N/A	17
G/IC Parking Space	Car /LGV	30	135	165
	Motorcycle	2	5	7
Loading and Reloading	LGV	27		
	HGV/Coach	15	14*3	77
	Taxi and Car	10		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

Our Scheme

*1 Worst Situation in AECOM's traffic report

*2 125 including 100 for private car and 25 for commercial vehicles. The parking spaces for commercial vehicle shall include 15 for light goods vehicles, 5 for medium/heavy goods vehicle and 5 for coaches. subject to Transport Department's further consideration.

*3 For vehicles of Correctional Services Department and others.

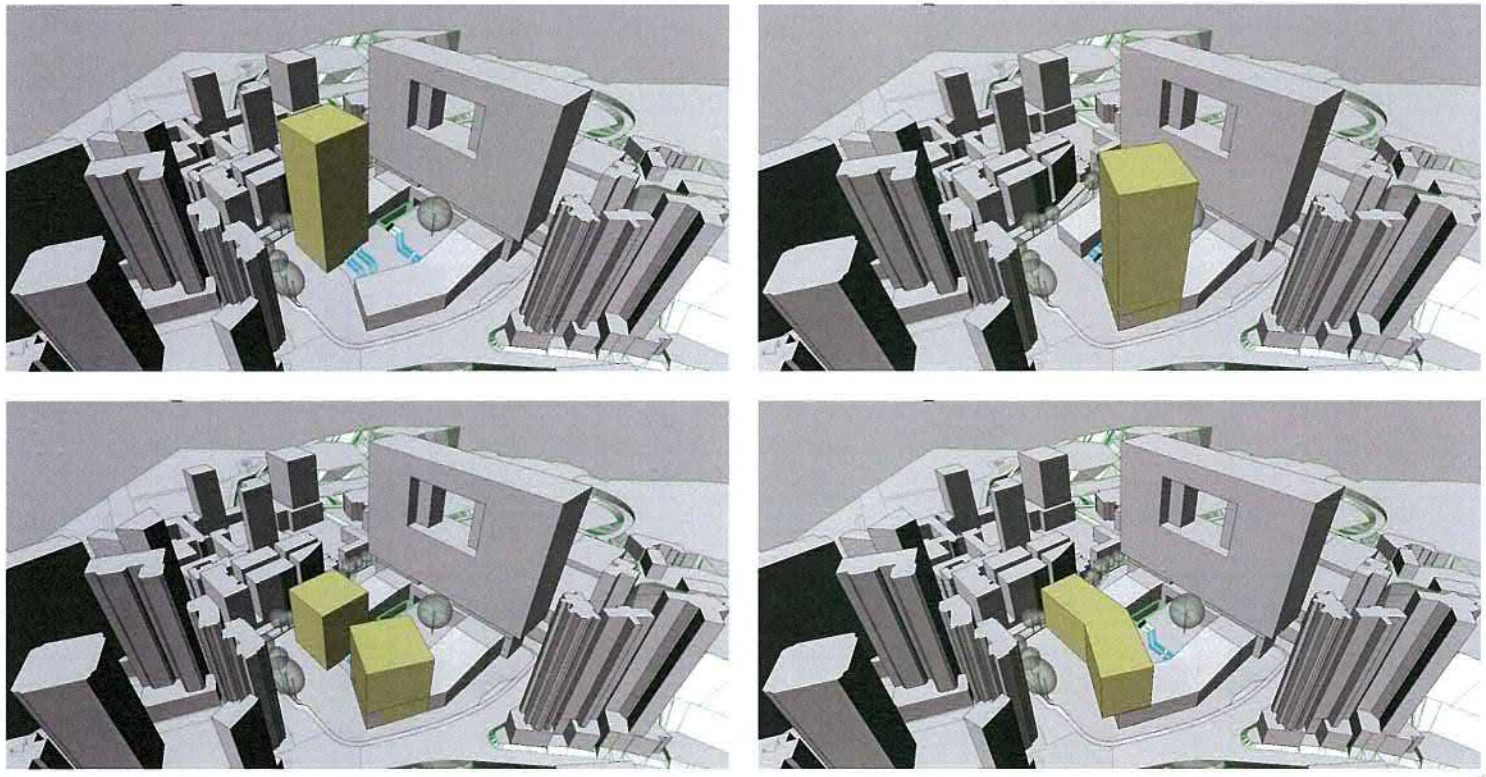
		Commercial & G/IC	District Court	Total
Zoning Area		15,963 sqm	10,620 sqm	26,583 sqm
Development Site Area		8,953 sqm	10,620 sqm	19,573 sqm
GFA	Commercial	96,726 sqm*1	0 sqm	96,726 sqm
	G/IC	3,274 sqm*1	70,000 sqm	73,274 sqm
	Total	100,000 sqm	70,000 sqm	170,000 sqm
Plot Ratio		About 6.264	About 6.592	About 6.395
Building Height (max)		135mPD	135mPD	N/A
No. of Stories		25-28	To be determined	N/A
Open space (sqm)		6000 sqm	N/A	6,000 sqm
Commercial Parking Spaces	Car /LGV	287*5	N/A	300
	Motorcycle	30	N/A	30
G/IC Parking Space	Car /LGV	13	135	148
	Motorcycle	1	5	6
Loading and Reloading	LGV	28		
	HGV/Coach	18	14*3	51
	Taxi and Car	7		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

Government Scheme

*4 Included 35000 sqm of retail GFA and 32000 sqm of office GFA.

*5 Calculation based on AECOM's traffic report, in which 10000 sqm GFA of retail, 44000 sqm GFA of hotels and 42726 sqm GFA of office.

Alternative options of Allocating the Commercial floor areas in our Scheme
商業面積分布的可供選擇方案



OUR SCHEME
我們的方案



SCHEME COMPARISON - Air Ventilation
方案比較 - 城市通風效果分析 (地面)



Figure 3 wind speed of original proposal at 1.5m height in a typical day of summer

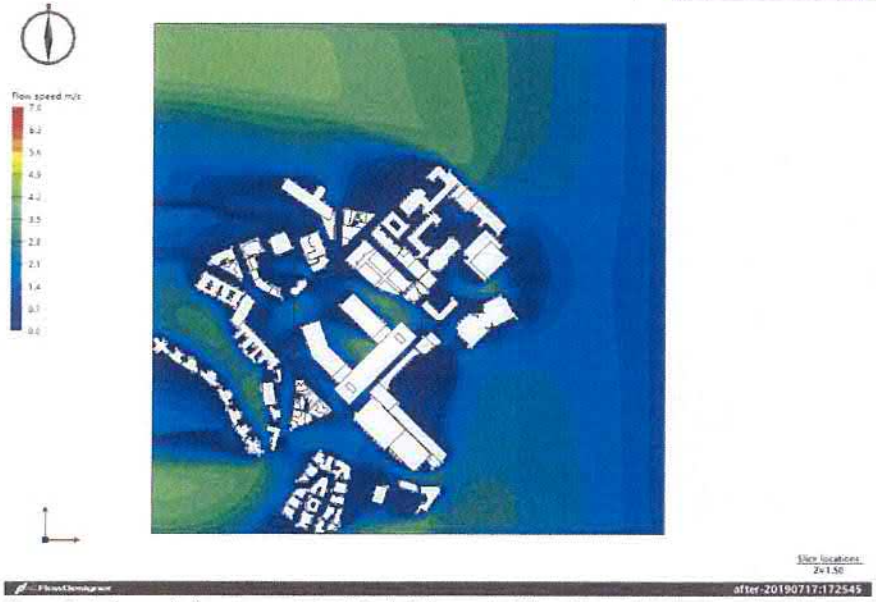


Figure 4 wind speed of new proposal at 1.5m height a typical day of summer

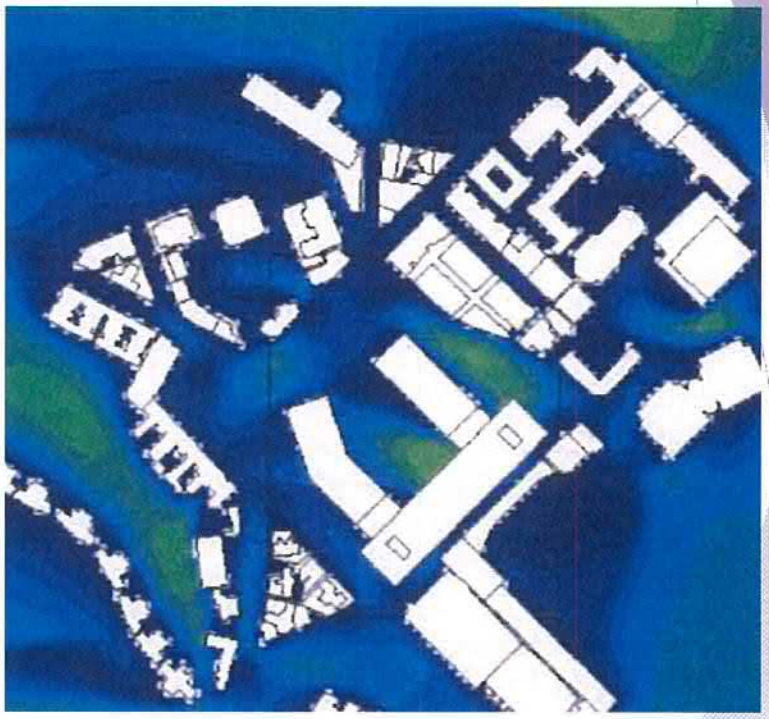
GOVERNMENT SCHEME
政府的方案

OUR SCHEME
我們的方案

SCHEME COMPARISON - Air Ventilation
方案比較 - 城市通風效果分析 (地面)



GOVERNMENT SCHEME
政府的方案



OUR SCHEME
我們的方案

SCHEME COMPARISON - Air Ventilation
方案比較 - 城市通風效果分析 (高空)

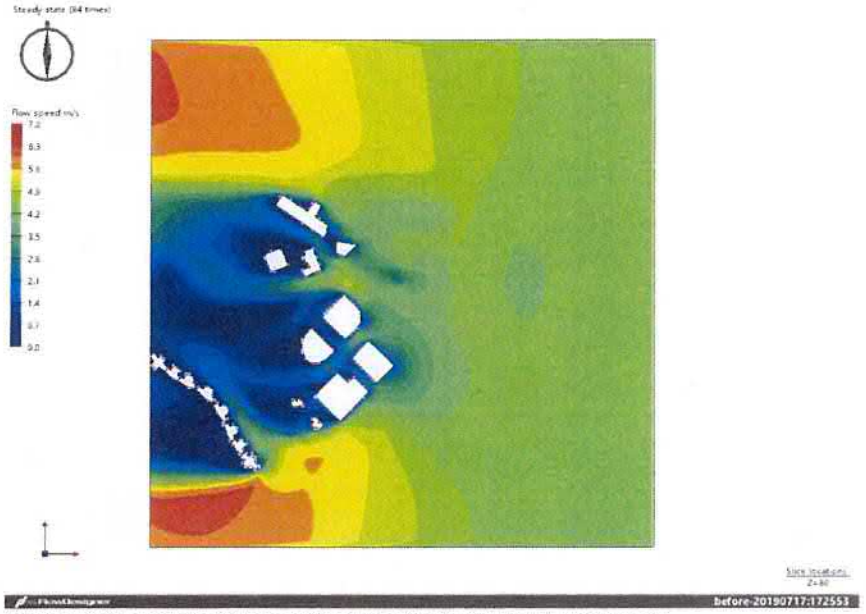


Figure 5 wind speed of original proposal at 85m height a typical day of summer

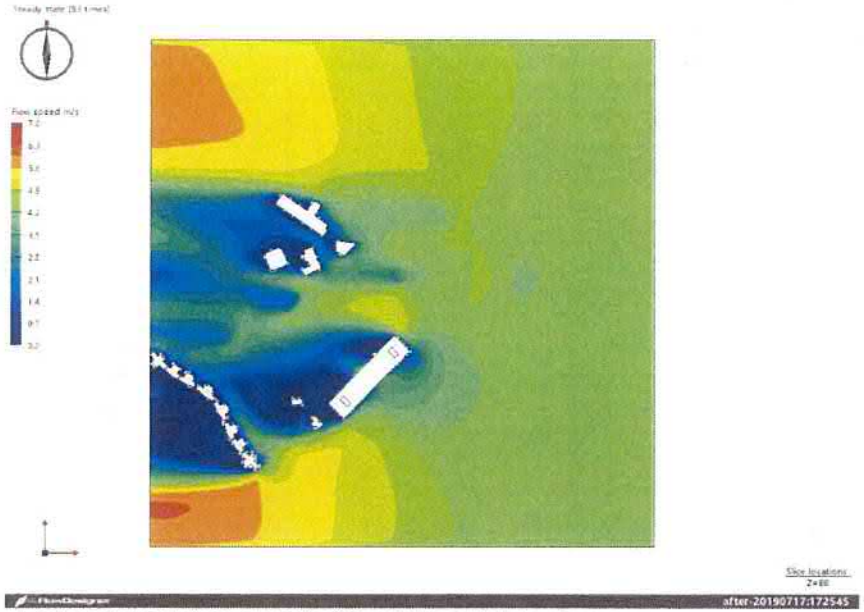
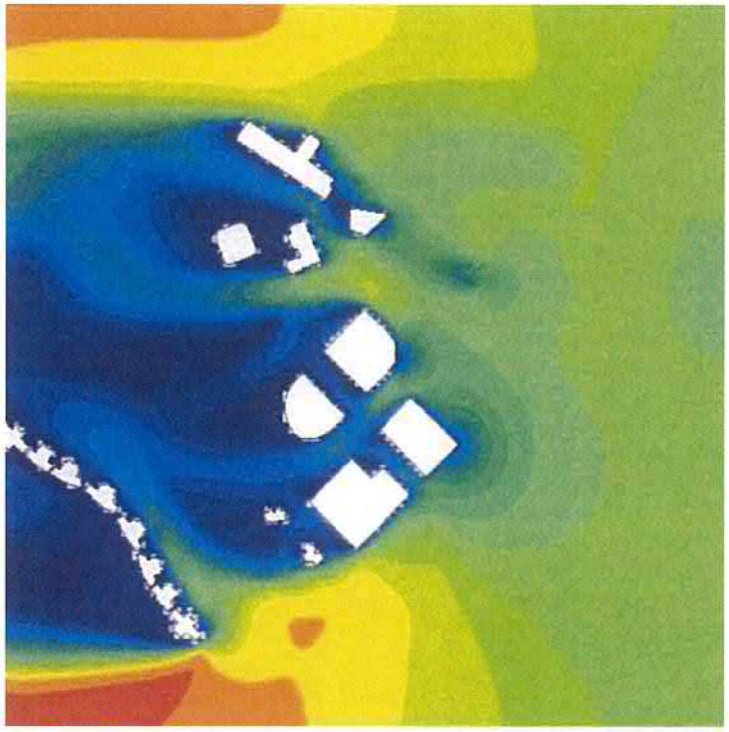


Figure 6 wind speed of new proposal at 85m height a typical day of summer

GOVERNMENT SCHEME
政府的方案

OUR SCHEME
我們的方案

SCHEME COMPARISON - Air Ventilation
方案比較 - 城市通風效果分析 (高空)



GOVERNMENT SCHEME
政府的方案



OUR SCHEME
我們的方案

TRANSPORT SUPPORT
交通配套

- PEDESTRIAN CONNECTIONS

  We strongly advise the government to consider overhead or underground pedestrian linkages connecting the site with the adjoining areas so as to improve public access and the pleasure of walking.

  建議政府在項目範圍內，考慮設置地底及/或架空天橋連接系統，以便連接該發展項目與週邊地段，以便公眾到達。

- INTEGRATED BASEMENT CARPARK

  An integrated underground carpark on an amalgamated site will offer higher efficiency in planning and provisions, reduce the costs of building two separate basements.

  建議政府將項目內的兩個地段合併發展，以興建一個整合的大型地下停車場。相較分別建造兩個地庫的安排，此安排可節省成本並提高停車場的規劃和營運效率。

TRANSPORT IMPROVEMENTS
交通改善設施

- PUBLIC TRANSPORT FACILITIES

  Provide 2 road side mini-bus and taxi stops and a Public Transport Interchange including mini-bus and taxi to create a more diverse transportation network for public access

  在項目範圍內設兩個路邊小巴及的士站及一個室內供小巴及的士停放的公共交通交匯處，方便交通接駁，以便公眾到達

- ROAD WIDENING

  Widen the roads along Leighton Road and Caroline Road to ease the traffic flow and avoid traffic congestion

  擴闊禮頓道及加路連山道以應對高流量交通，從而減少車流和交通影響

RELEVANT DC PAPERS
相關區議會文件

2018-05-08

35/2018 Rezoning of the Caroline Hill Road Site
改劃加路連山道用地

https://www.districtcouncils.gov.hk/wc/english/meetings/dcmeetings/dc_meetings_doc.php?year=2018&meeting_id=13505

2019-01-08

1/2019 Rezoning of the Caroline Hill Road Site
改劃加路連山道用地

https://www.districtcouncils.gov.hk/wc/english/meetings/dcmeetings/dc_meetings_doc.php?year=2019&meeting_id=15978

2019-07-04

43/2019 Written Motion on the Proposed Planning of ex-Electrical and Mechanical Services Department Headquarters Site at Caroline Hill Road*
關於加路連山道前機電工程署大樓用地的規劃方案的書面動議

https://www.districtcouncils.gov.hk/wc/english/meetings/dcmeetings/dc_meetings_doc.php?year=2019&meeting_id=15981

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-12

參考編號
Reference Number: 190724-165519-00127

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 16:55:19

「申述人」全名
Full Name of "Representer": 先生 Mr. 謝偉俊

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 A項及B項	反對 Oppose	A 及B規劃將大大增加樂活區車流量，加劇原已非常嚴重交通擠塞問題。

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

建議參考「跑灣區關注組」修訂建議：

(1)改兩幢法院大樓為單幢，以釋放地面空間予公眾；
(2)只建一幢商廈，釋放地面空間予欲眾；
(3)將總體地積比率下調最少30%以減少對交通影響；
(4)遷移部份交通設施去地底，以減少佔用地面空間，例如上落客區、上落貨區、公共運輸交匯處等；
(5)將擬議發展的入口／出口點由兩個增至三個；
(6)增加加路連山道及棉花徑行車線；
(7)在連道、加路連山道及禮頓道交界，增設標準回旋處，以舒緩樂活道落山車龍；
(8)提供地下行人隧道將擬議發展連接港鐵站
(9)提供運動場地，彌補銅鑼灣維多利亞公園及摩頓臺損失的運動場地面積；
(10)提供社區設施，直接為跑馬地及銅鑼灣居民服務

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tpbpd

TPB/R/S/H7/20-
13 to 18

寄件者: [redacted]
寄件日期: 24日07月2019年星期三 16:42
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（九）
附件: bind_clarisse.pdf; bind_carolinecourt.pdf; bind_concern.pdf; bind_1315A.pdf; bind_1719A.pdf; bind_leishun.pdf

致　城市規劃委員會：

附件內有 6 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

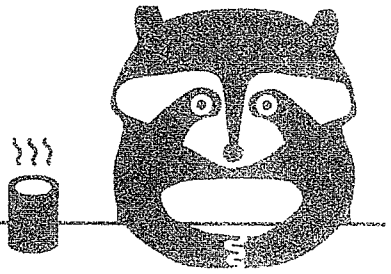
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TPB/R/S/H7/20-13

楊雪盈議員辦事處 Office of Clarisse Yeung, District Councilor

香港銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Road, Causeway Bay, Hong Kong

5210 9120 clarisseysy@gmail.com 楊雪盈 Clarisse Yeung



致 城市規劃委員會秘書：

反對黃泥涌分區計劃大綱草圖S/H7/20

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：

1. 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
2. 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
3. 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
4. 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。
5. 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。
6. 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
7. 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
8. 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

本人要求：

1. 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
2. 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
3. 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

4. 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性，並保留日照和通風。

5. 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

6. 擱置小巴站搬遷的建議。

懇請城規會委員考慮本人上述意見及要求，重新審視大綱草圖對加路連山道政府用地的修訂。

灣仔區議員
楊雪盈　謹啟

二零一九年七月二十四日

申述人姓名：楊雪盈

申述人身份證號碼：[redacted]

申述人電郵地址：[redacted]

香港希雲街十三號至十五號 A 業主立案法團

TPB/R/S/H7/20-14

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就《黃泥涌分區計劃大綱草圖 S/17/20》提出申述，反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人： 香港希雲街十三號至十五號 A 業主立案法團

申述人代表姓名：Ling Wing Kei Danny

申述人代表身份證號碼：[redacted]

地址：[redacted]

THE INCORPORATED OWNERS OF 13-15A, HAVEN STREET
香港希雲街十三號至十五號A業主立案法團

820

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. <u>Justification of the Height of the District Court</u>

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

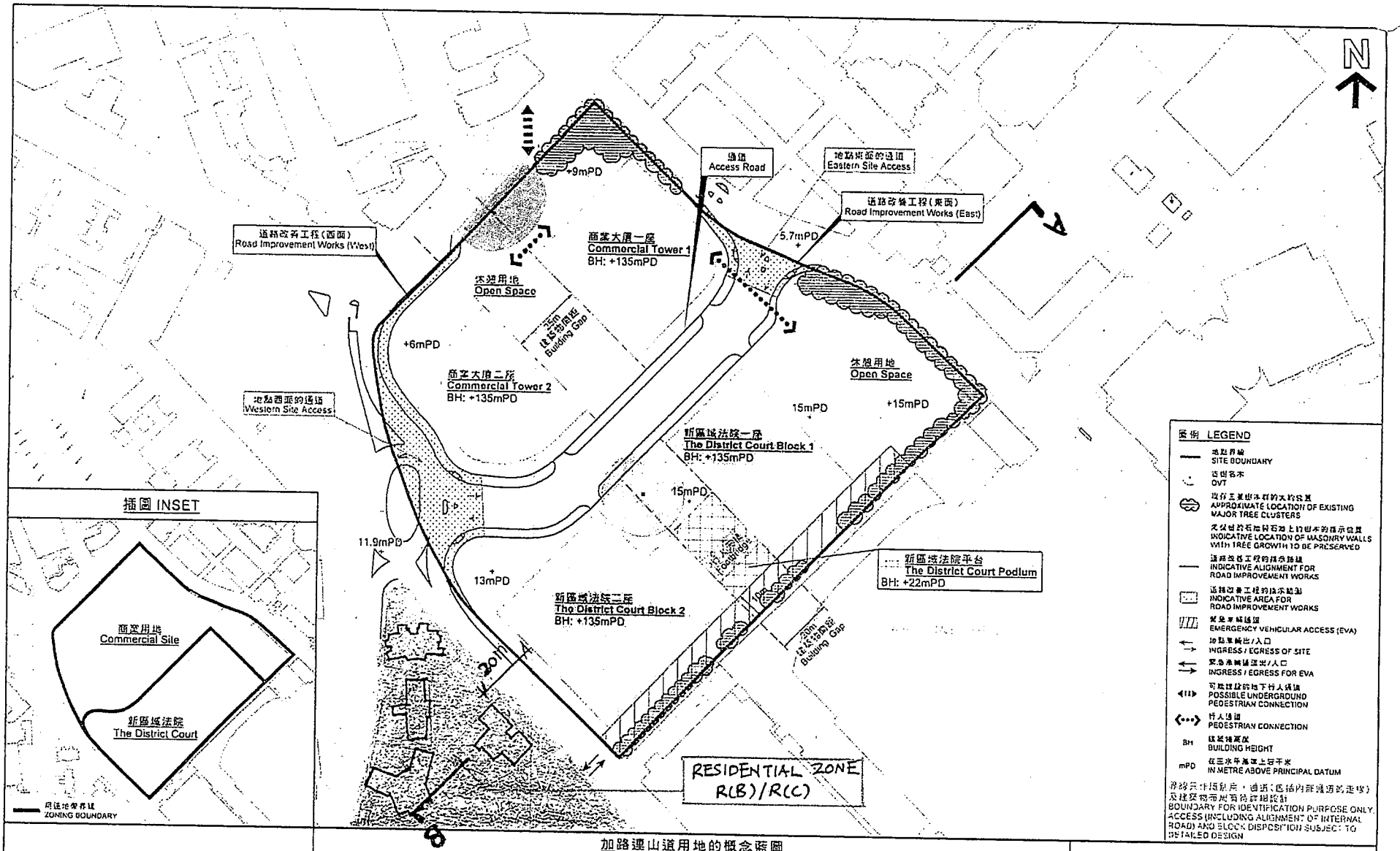
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本圖是根據2019年2月28日規劃，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1:1200 比例尺

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規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

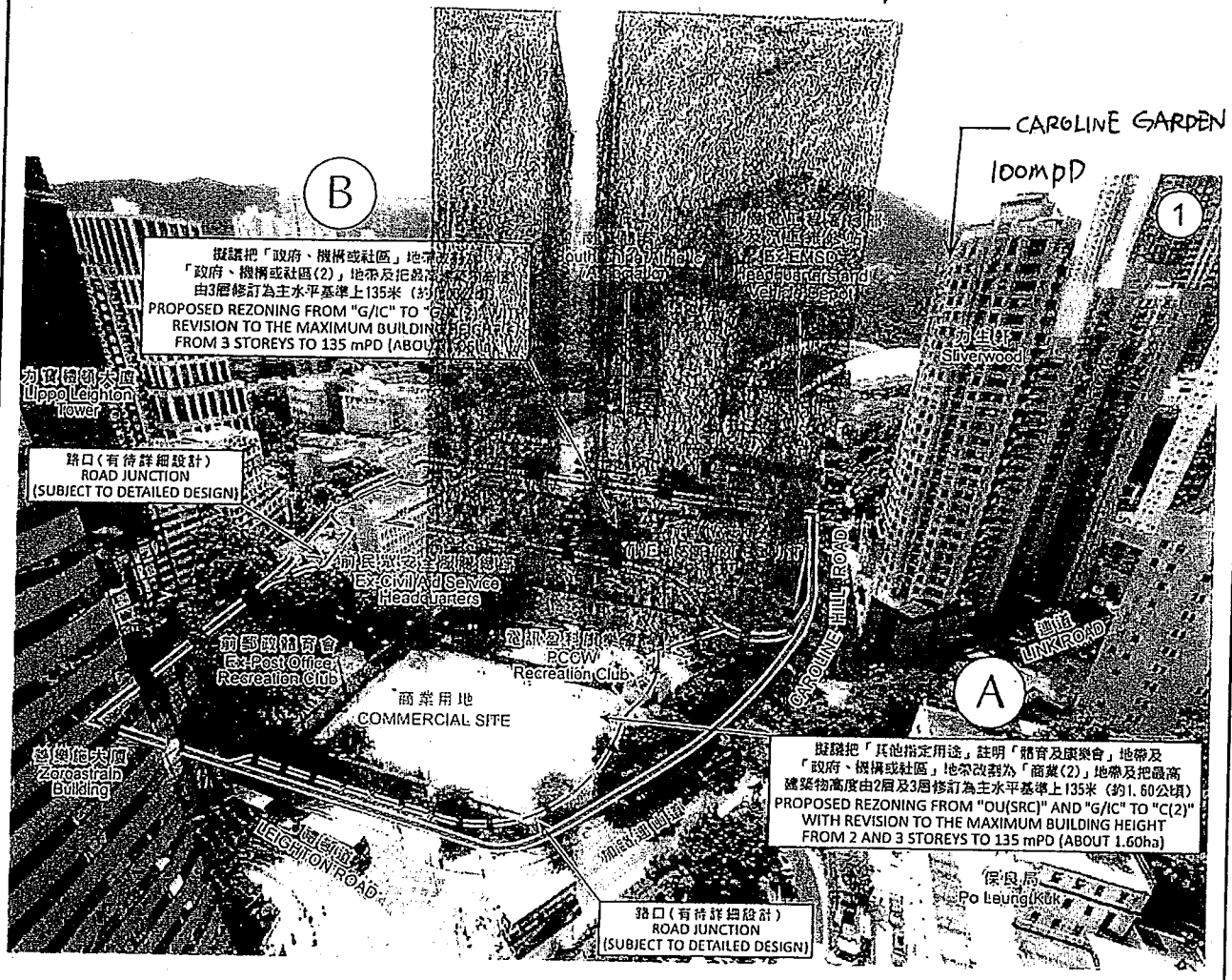
圖 PLAN

Drawing no. CHR-Plan1

SECTION 'A-B'

Drawing no. CHR-Sec1

THE DISTRICT COURT 135mpD



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

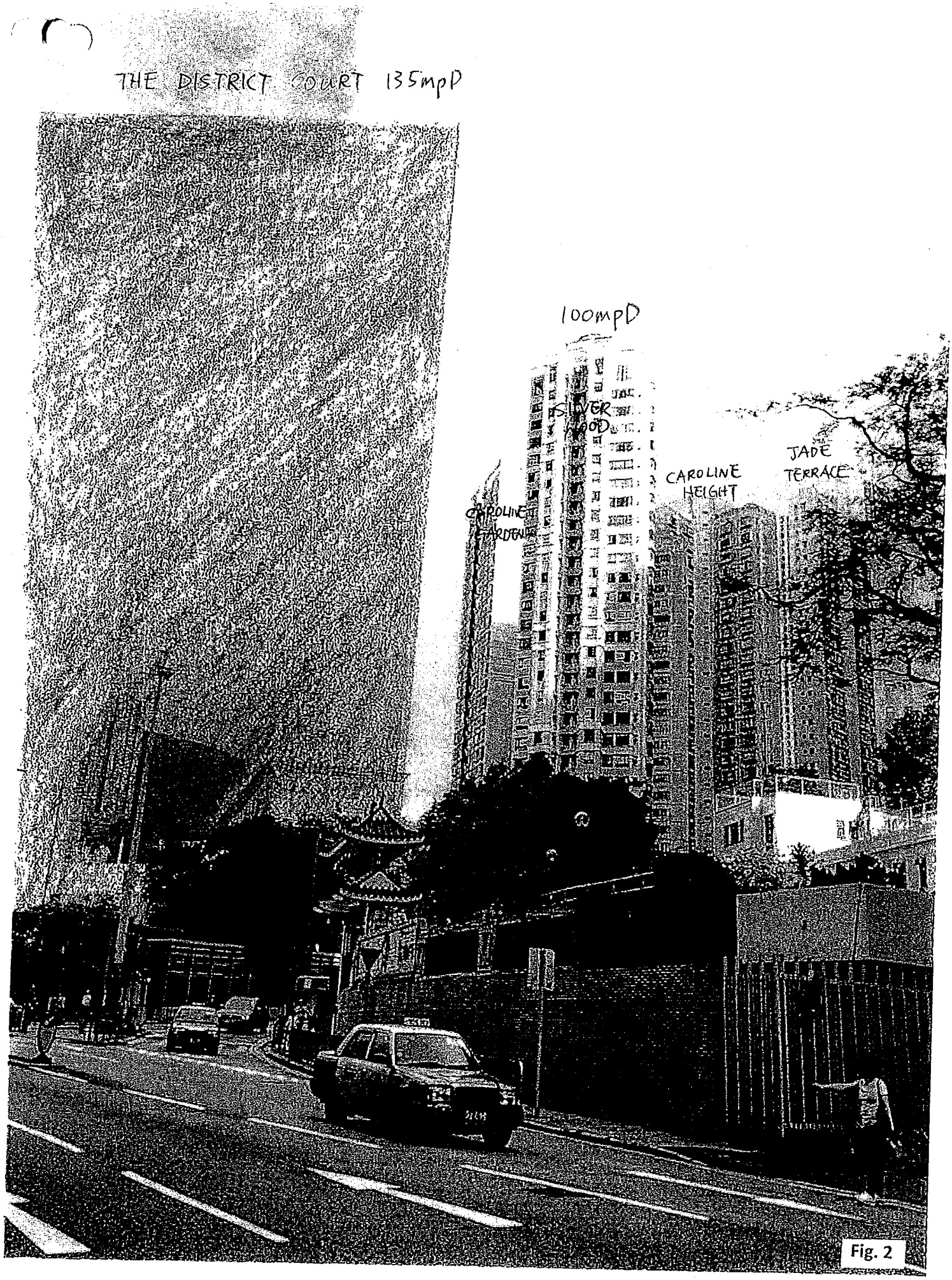

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE
CAROLINE GARDENS

Fig. 2

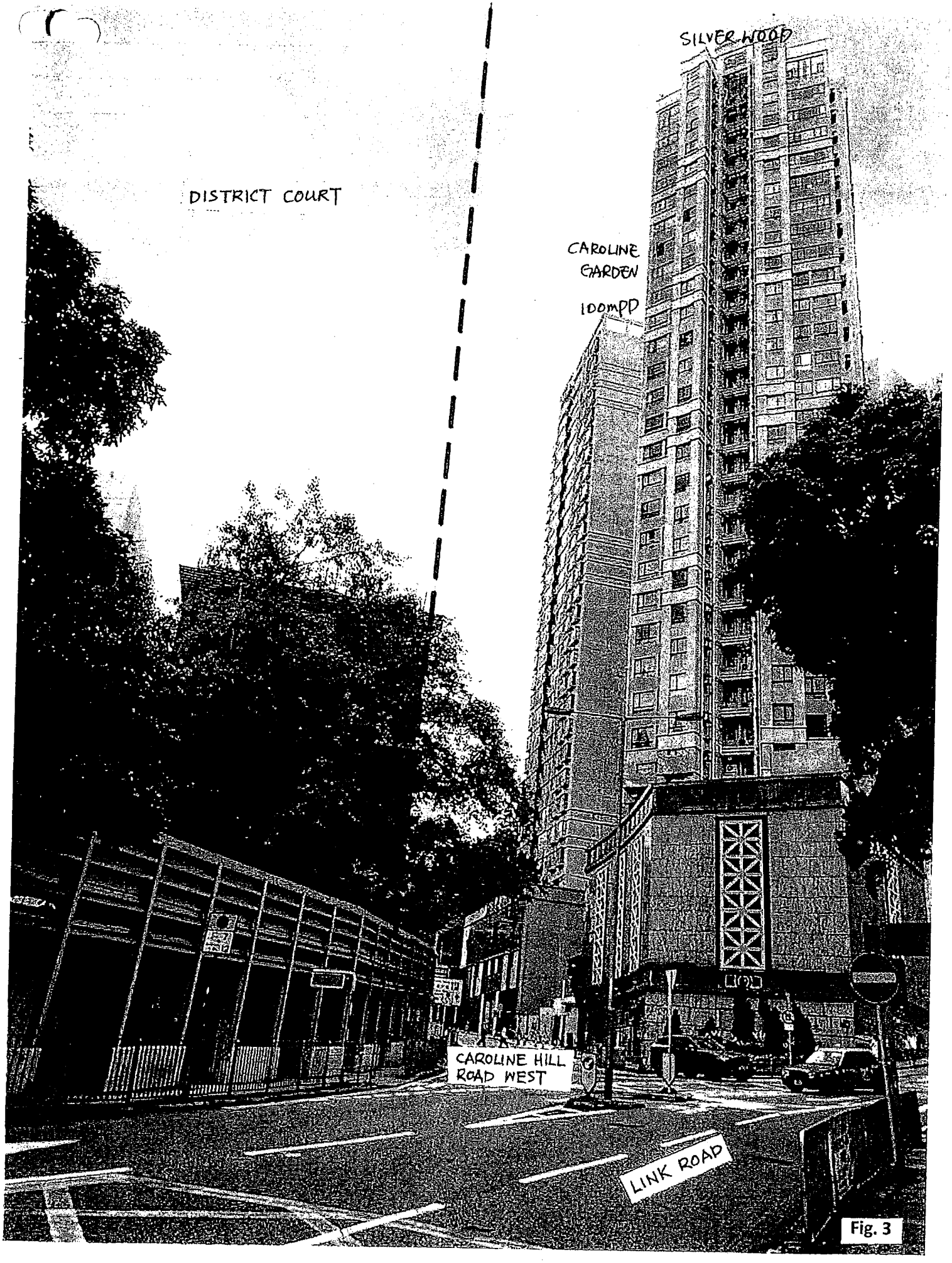

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

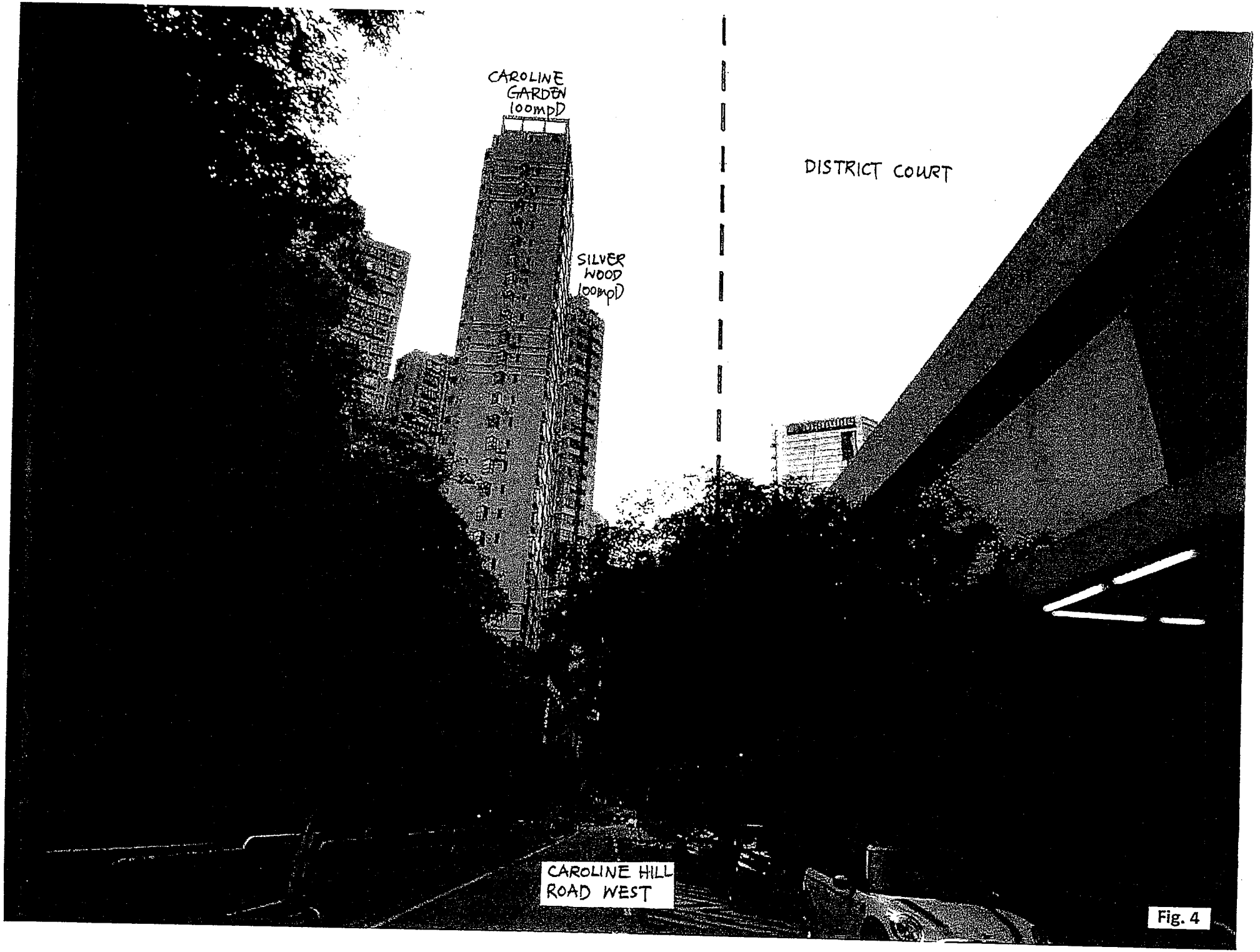

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

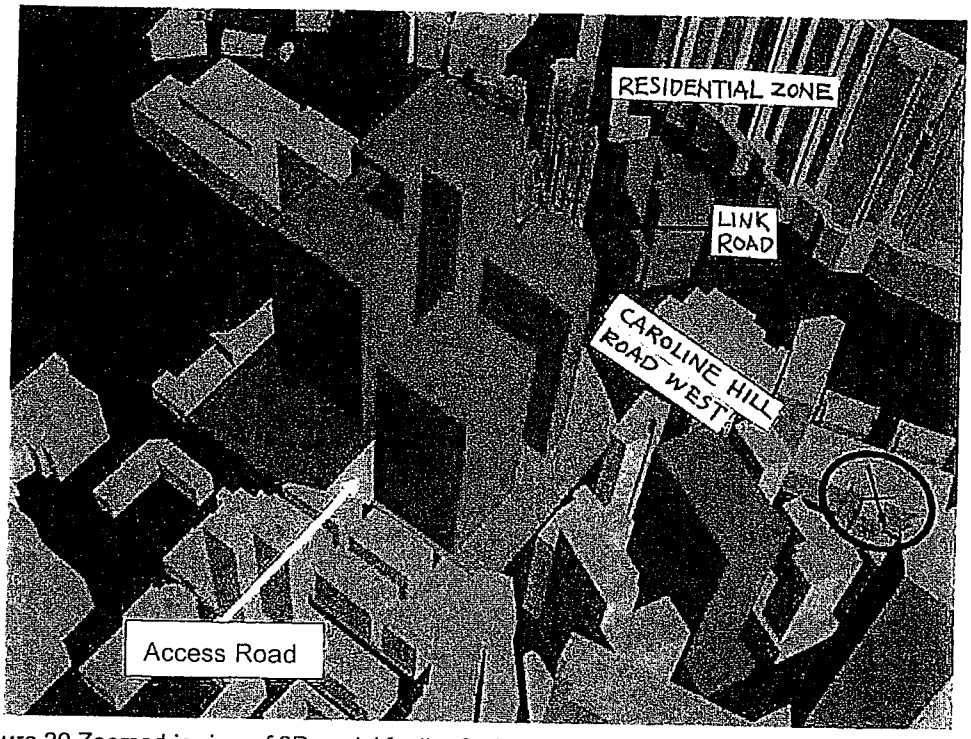


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

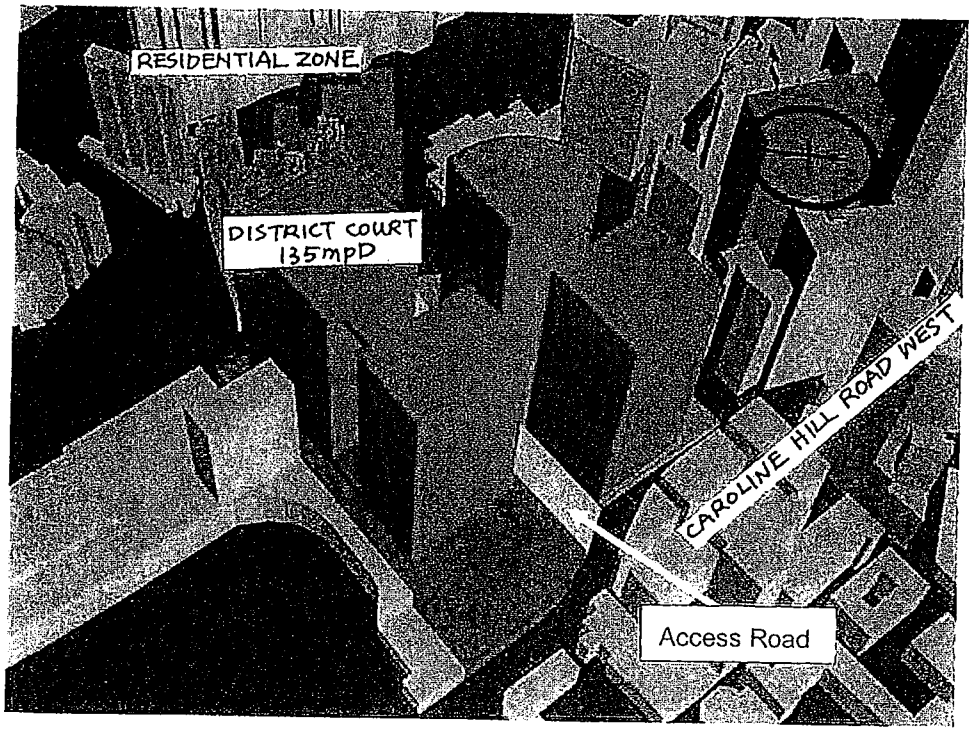


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

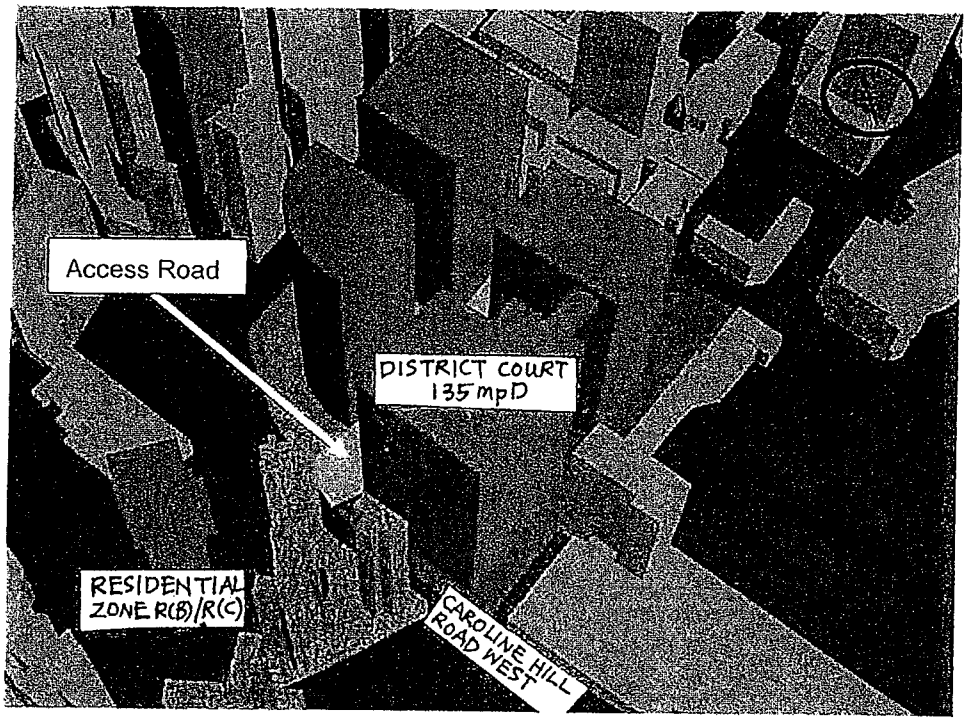


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

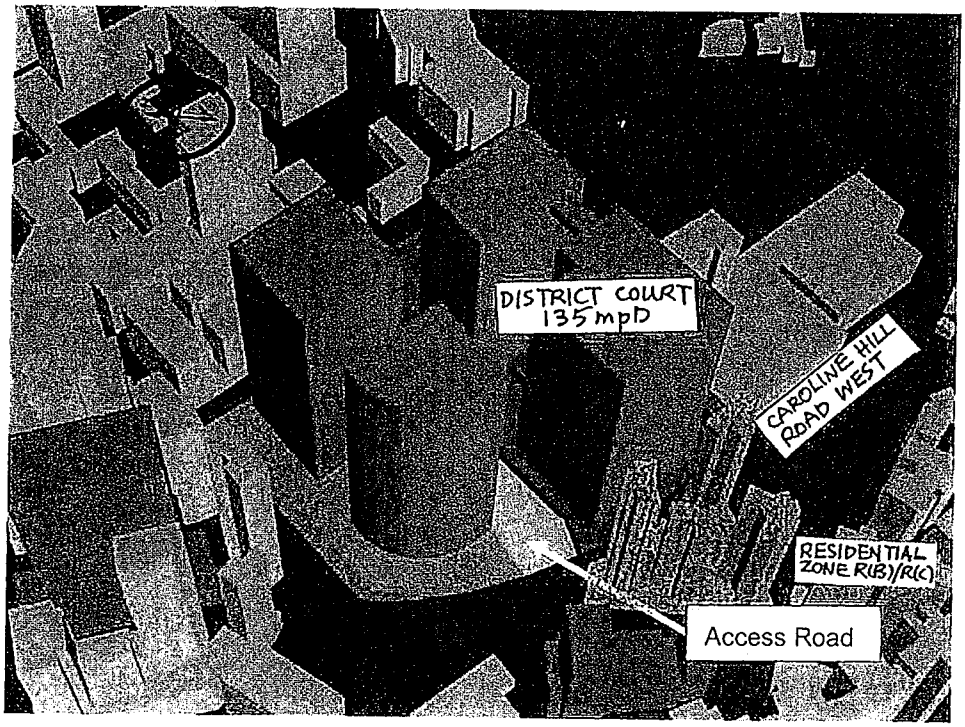
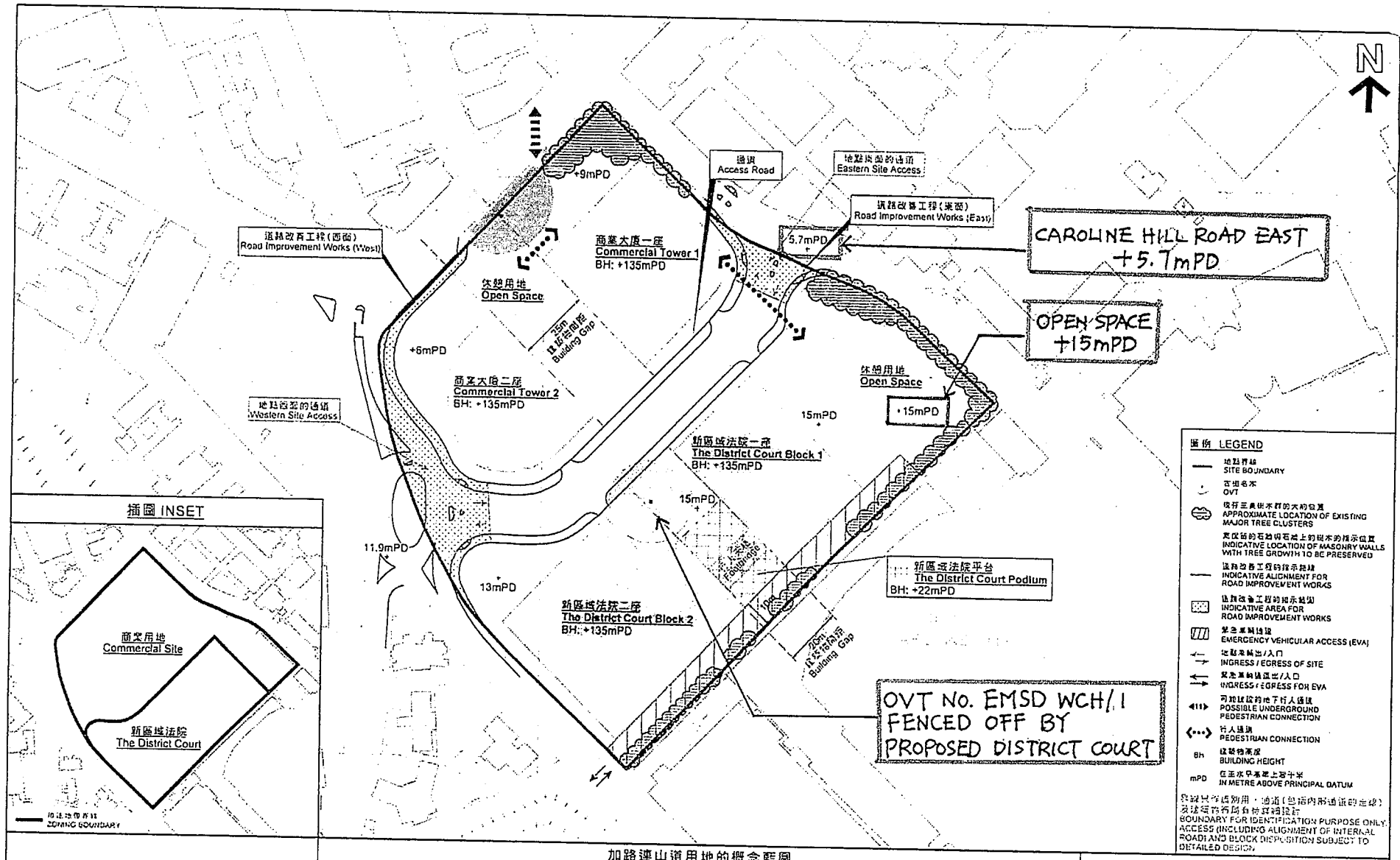


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展鋼線灣加路連山道用地作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

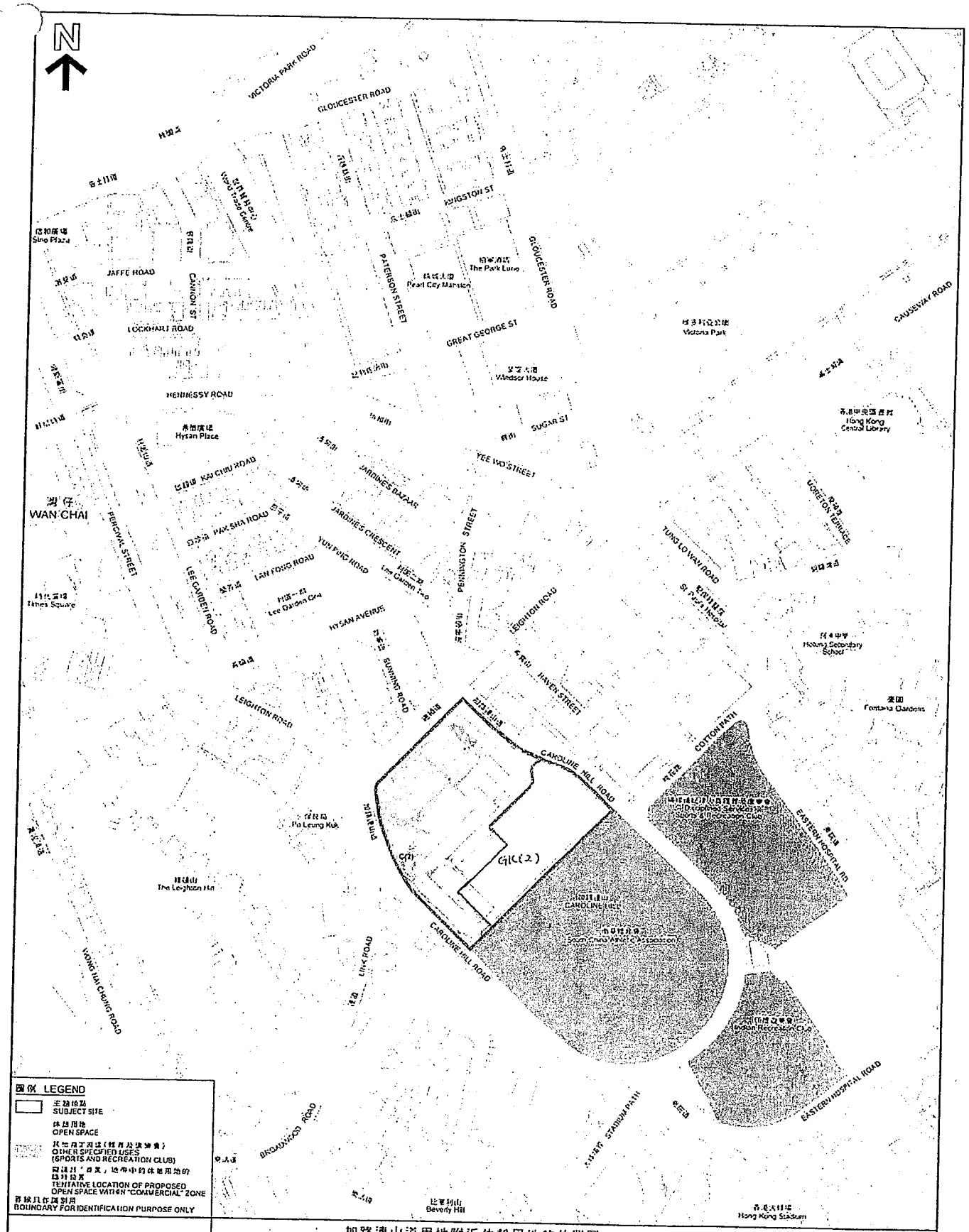
SCALE 1:1 200 比例尺

規劃署
PLANNING DEPARTMENT

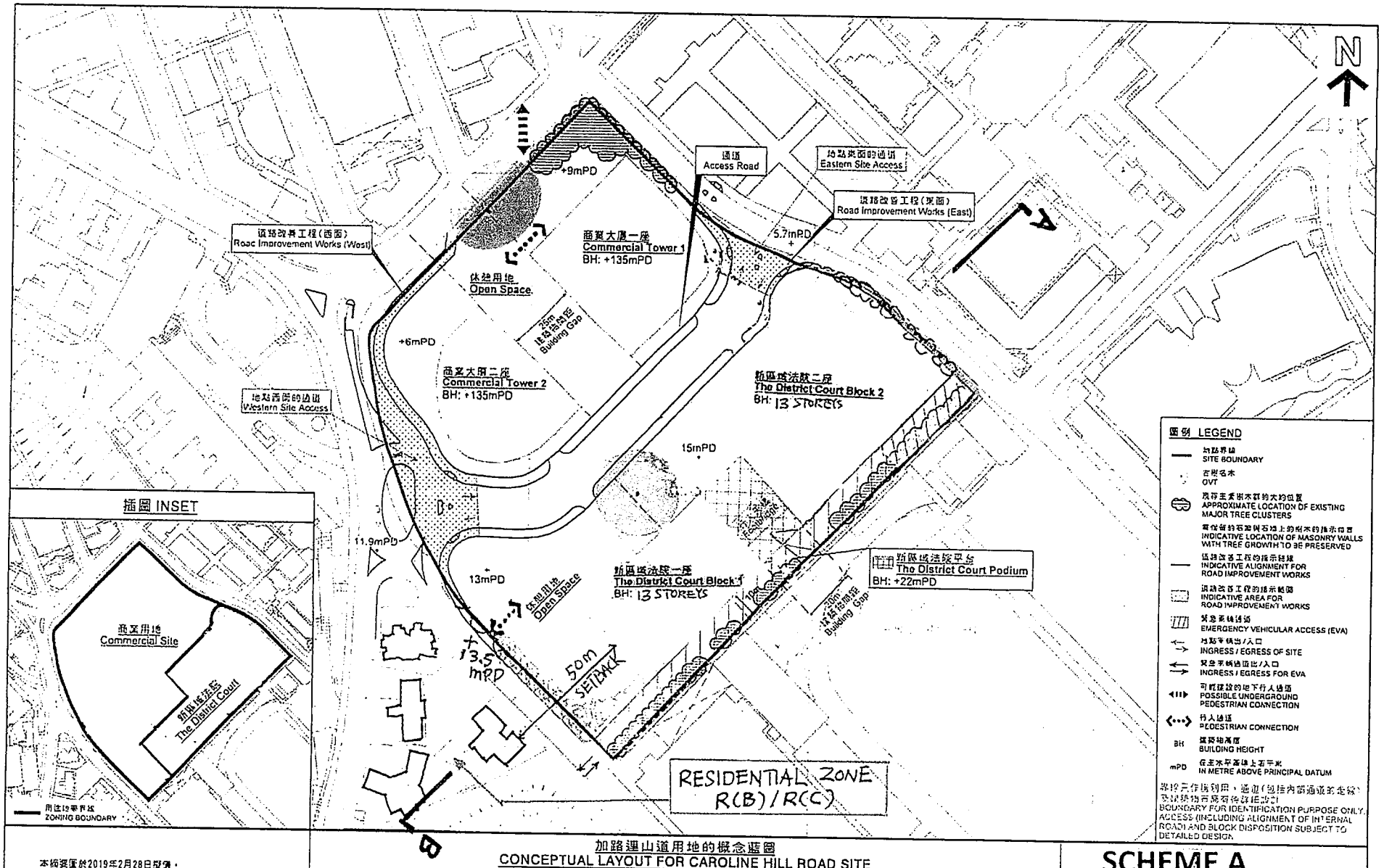
參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



Drawing no. CHR-Plan3



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

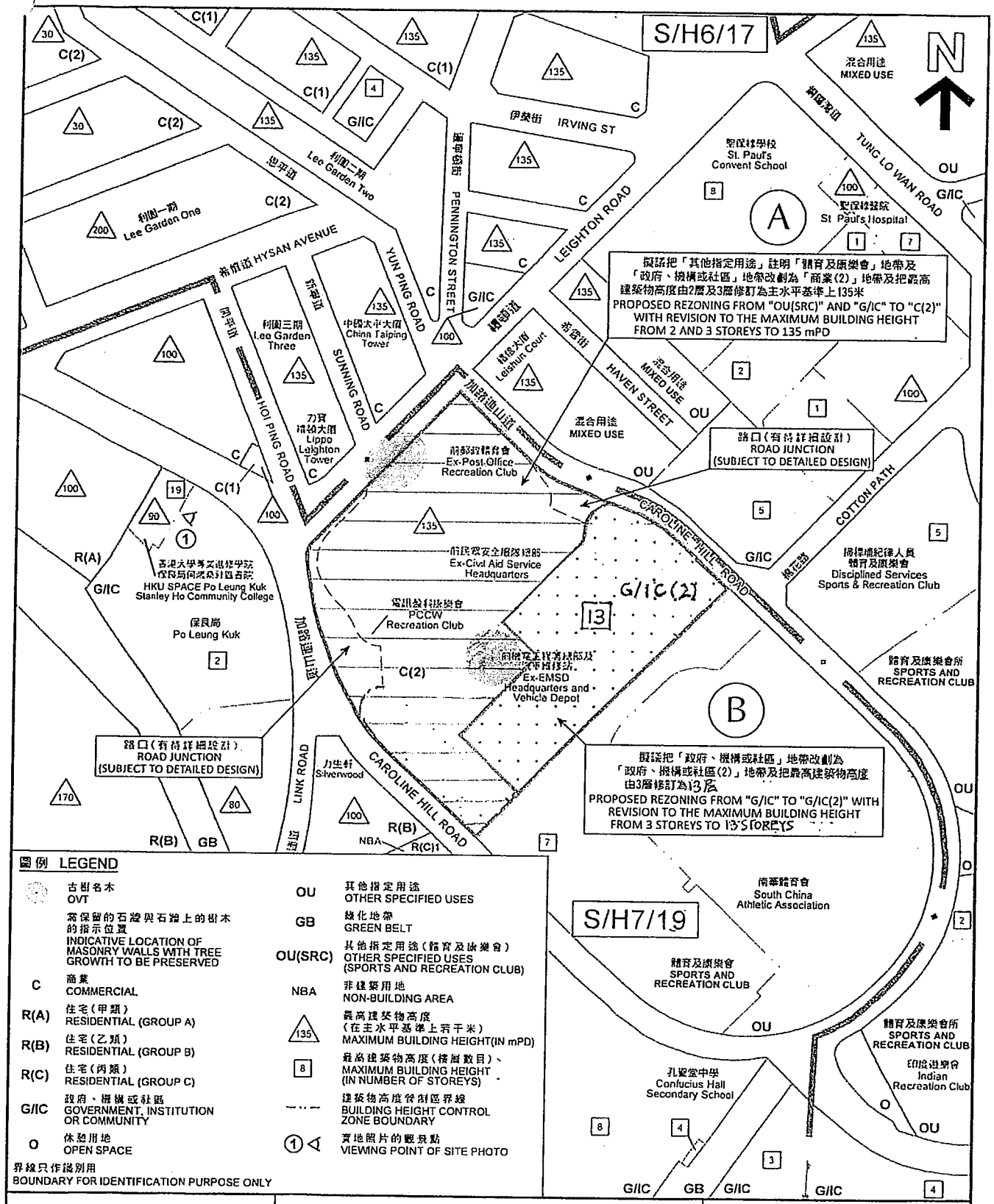
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SCHEME A

DRAWING NO.

SchemeA-Plan



圖例 LEGEND

古樹名木 OVT	
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	
C 商業 COMMERCIAL	OU 其他指定用途 OTHER SPECIFIED USES
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	GB 綠化地帶 GREEN BELT
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	NBA 非建築用地 NON-BUILDING AREA
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
O 休憩用地 OPEN SPACE	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

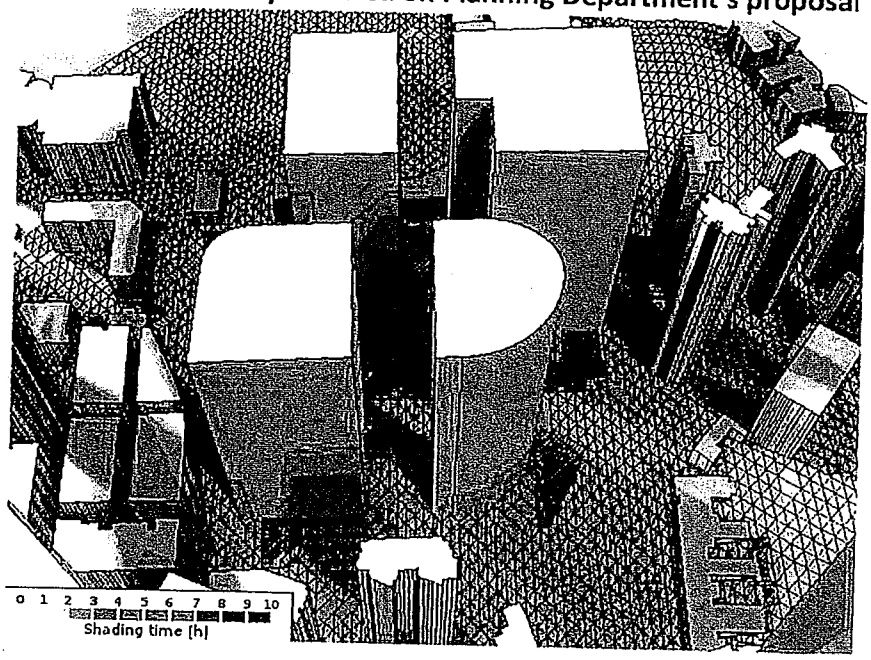
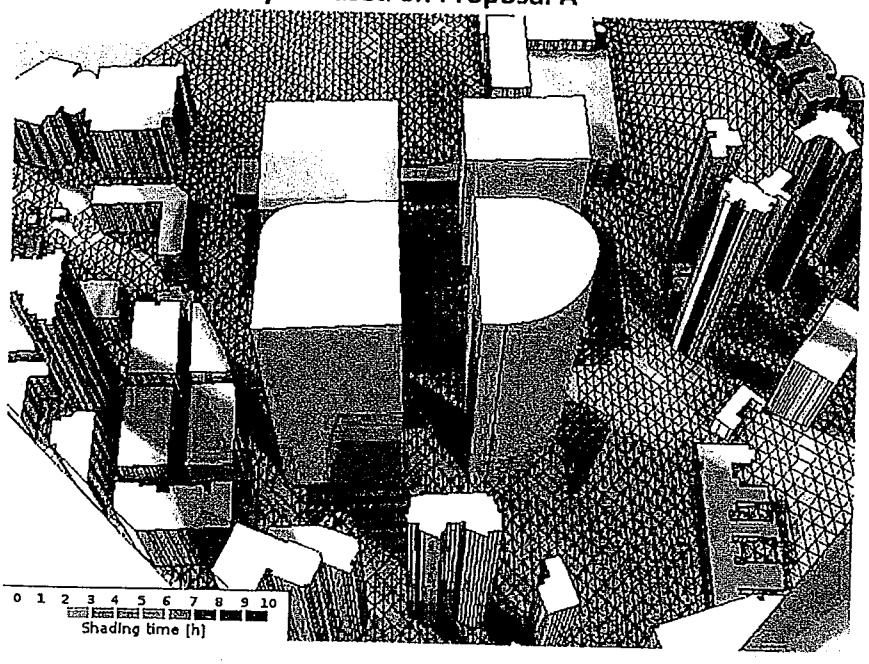


Fig. 8 Shadow analysis based on Proposal A



香港希雲街十七號至十九號 A 業主立案法團

TPB/R/S/H7/20-15

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就《黃泥涌分區計劃大綱草圖 S/17/20》提出申述，反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人： 香港希雲街十七號至十九號 A 業主立案法團

申述人代表姓名：

申述人代表身份證號碼：

地址：

香港希雲街十七號至十九號A業主立案法團

821

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. <u>Justification of the Height of the District Court</u>

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

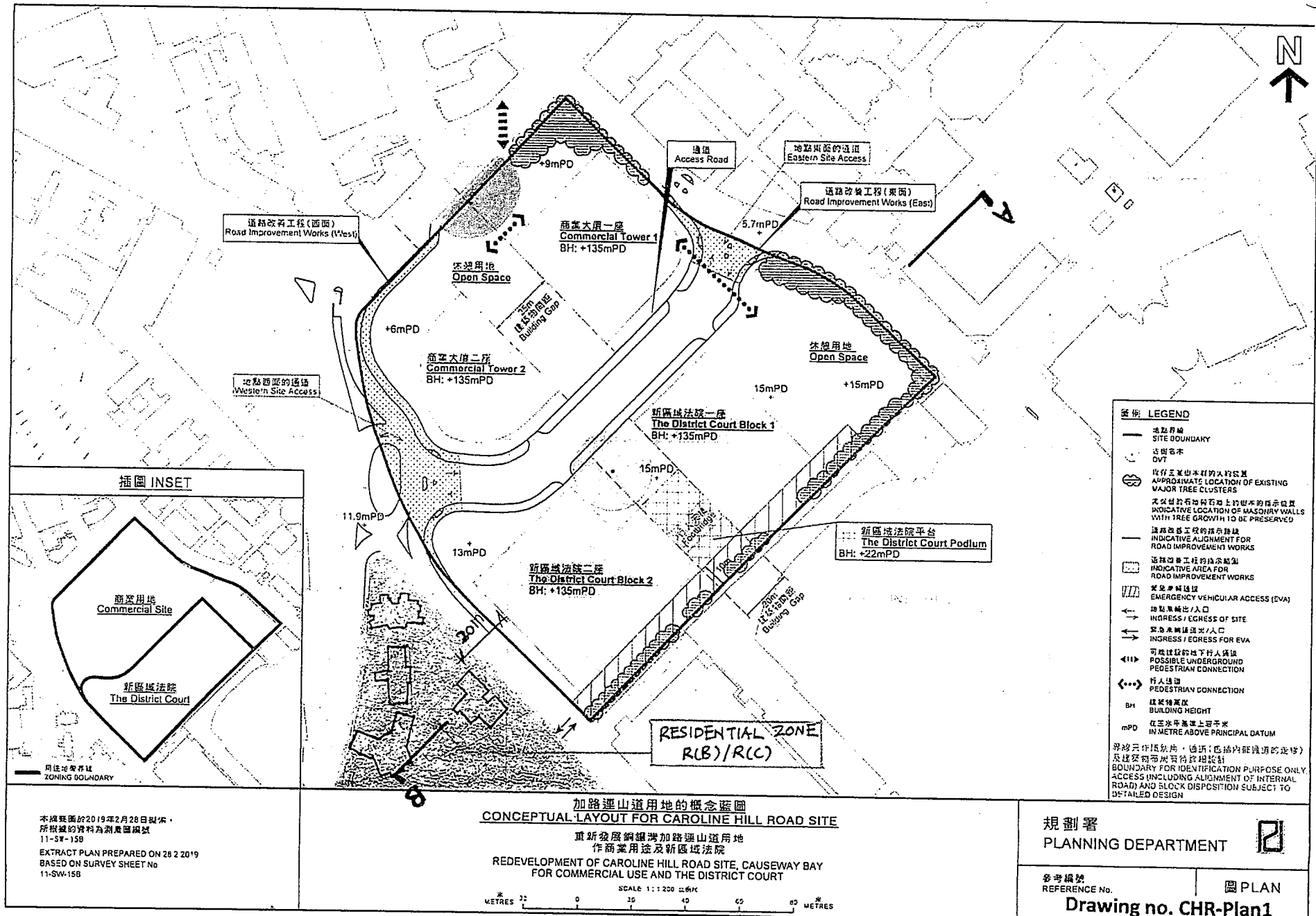
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

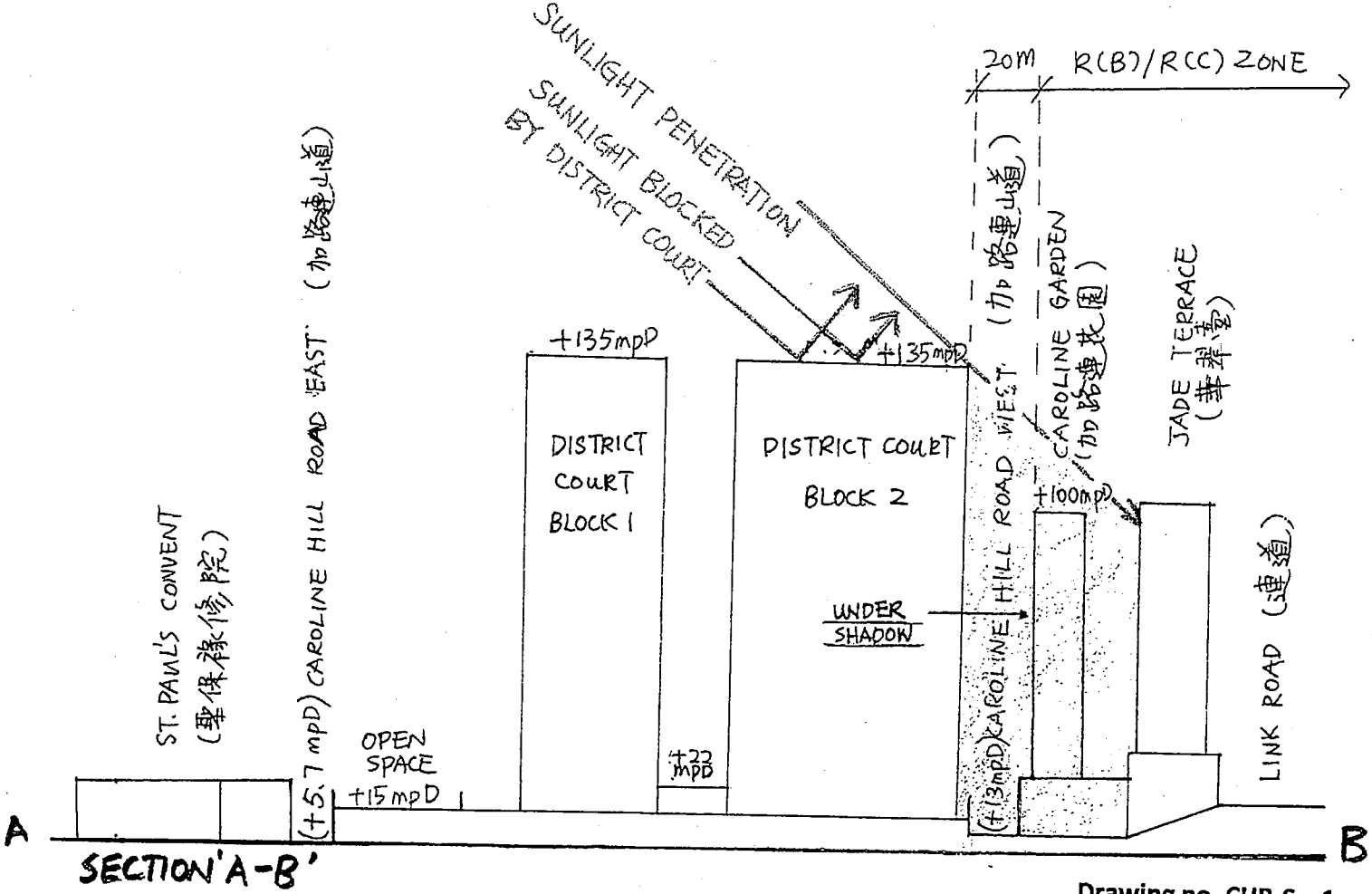
5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

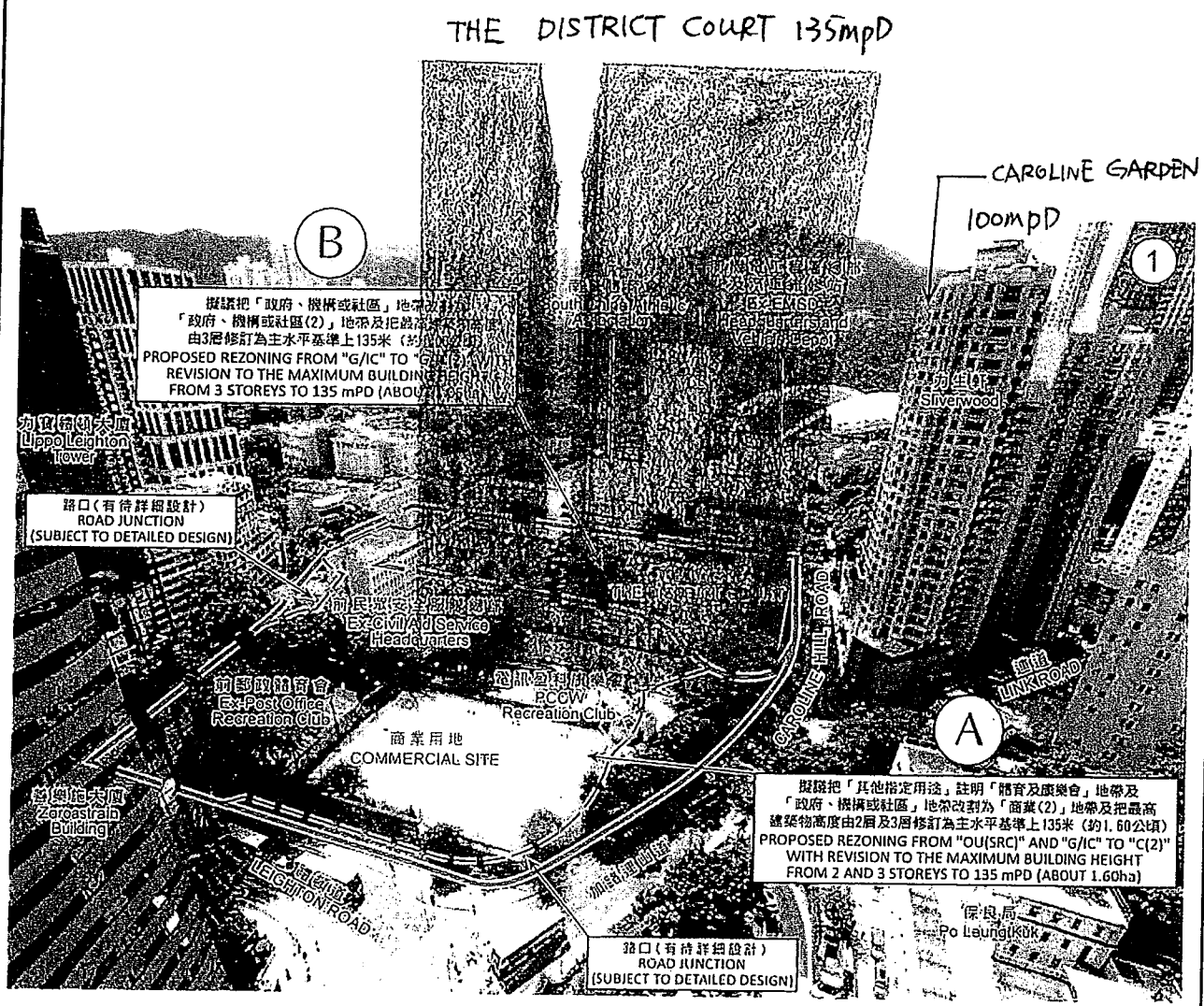
Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8


N
通道
Access Road
地點東面的通道
Eastern Site Access
道路改善工程(東面)
Road Improvement Works (East)
道路改善工程(西面)
Road Improvement Works (West)
商業大廈一座
Commercial Tower 1
BH: +135mPD
休憩用地
Open Space
35m
樓宇間距
Bidding Gap
商業大廈二座
Commercial Tower 2
BH: +135mPD
地點西面的通道
Western Site Access
新區域法院一座
The District Court Block 1
BH: +135mPD
新區域法院二座
The District Court Block 2
BH: +135mPD
新區域法院平台
The District Court Podium
BH: +22mPD
20m
樓宇間距
Bidding Gap
+9mPD
5.7mPD
+6mPD
15mPD
+15mPD
15mPD
11.9mPD
13mPD
RESIDENTIAL ZONE
R(B)/R(C)
插圖 INSET
商業用地
Commercial Site
新區域法院
The District Court
同建地帶界線
ZONING BOUNDARY
圖例 LEGEND
地點界線
SITE BOUNDARY
古樹名木
OVT
現存主要樹木群的大約位置
APPROXIMATE LOCATION OF EXISTING MAJOR TREE CLUSTERS
受保留的有樹石地上的樹木的指示位置
INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
道路改善工程的指示路線
INDICATIVE ALIGNMENT FOR ROAD IMPROVEMENT WORKS
道路改善工程的指示範圍
INDICATIVE AREA FOR ROAD IMPROVEMENT WORKS
緊急車輛通道
EMERGENCY VEHICULAR ACCESS (EVA)
地點車輛出/入口
INGRESS / EGRESS OF SITE
緊急車輛通道出/入口
INGRESS / EGRESS FOR EVA
可建議設的地下行人通道
POSSIBLE UNDERGROUND PEDESTRIAN CONNECTION
行人通道
PEDESTRIAN CONNECTION
BH
建築物高度
BUILDING HEIGHT
mPD
在主水平基準上若干米
IN METRE ABOVE PRINCIPAL DATUM
界線只作識別用，通道(包括內部道路的連接)及建築物布局有待詳細設計
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY. ACCESS (INCLUDING ALIGNMENT OF INTERNAL ROAD) AND BLOCK DISPOSITION SUBJECT TO DETAILED DESIGN
本摘要圖於2019年2月28日製作，所根據的資料為測量圖編號
11-SW-15B
EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B
加路運山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE
重新發展銅鑼灣加路運山道用地作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT
SCALE 1 : 1 200 比例尺
METRES 0 10 20 40 60 METRES
規劃署
PLANNING DEPARTMENT
參考編號
REFERENCE No.
圖 PLAN
Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作說別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1


THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE
CAROLINE GARDEN

Fig. 2

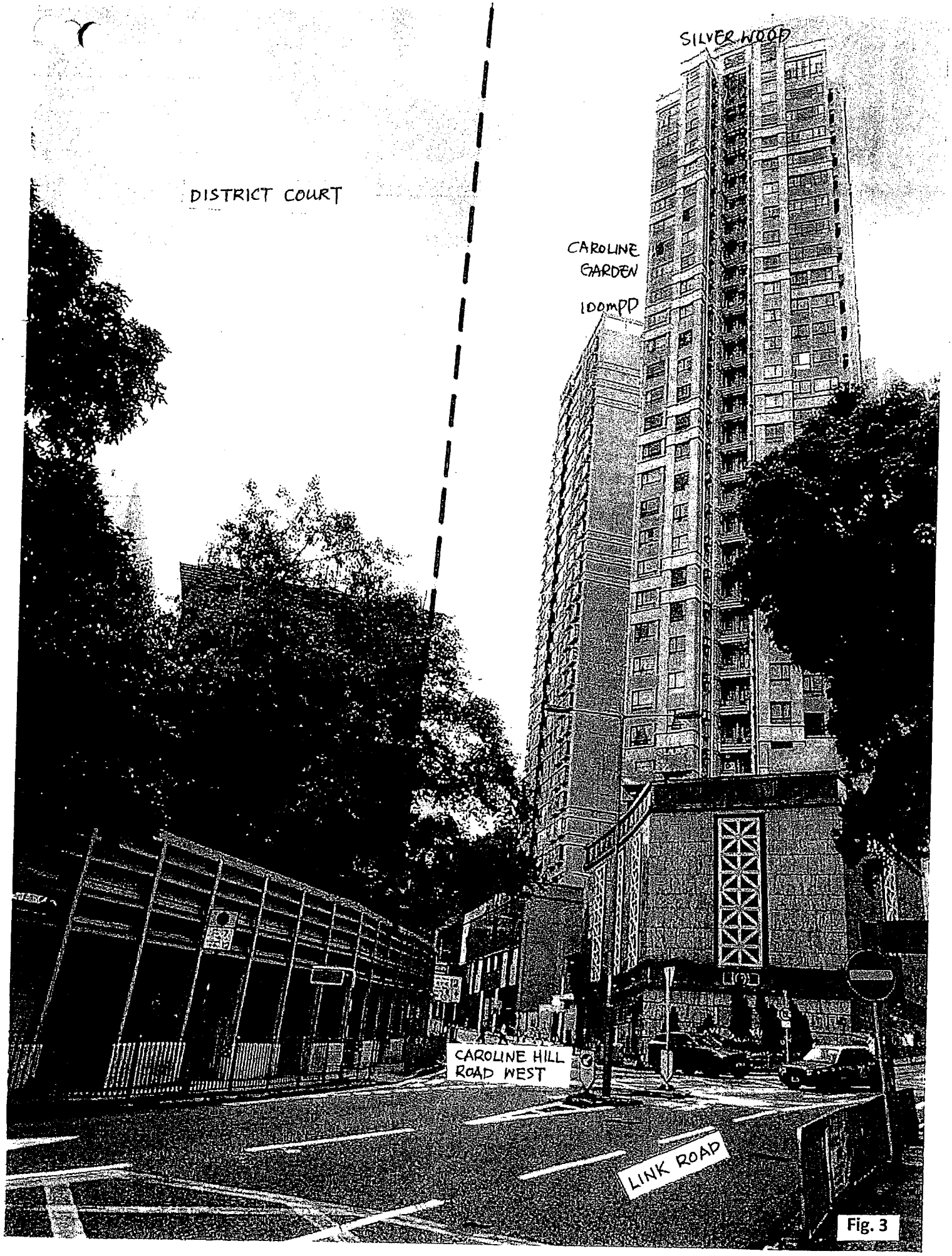

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

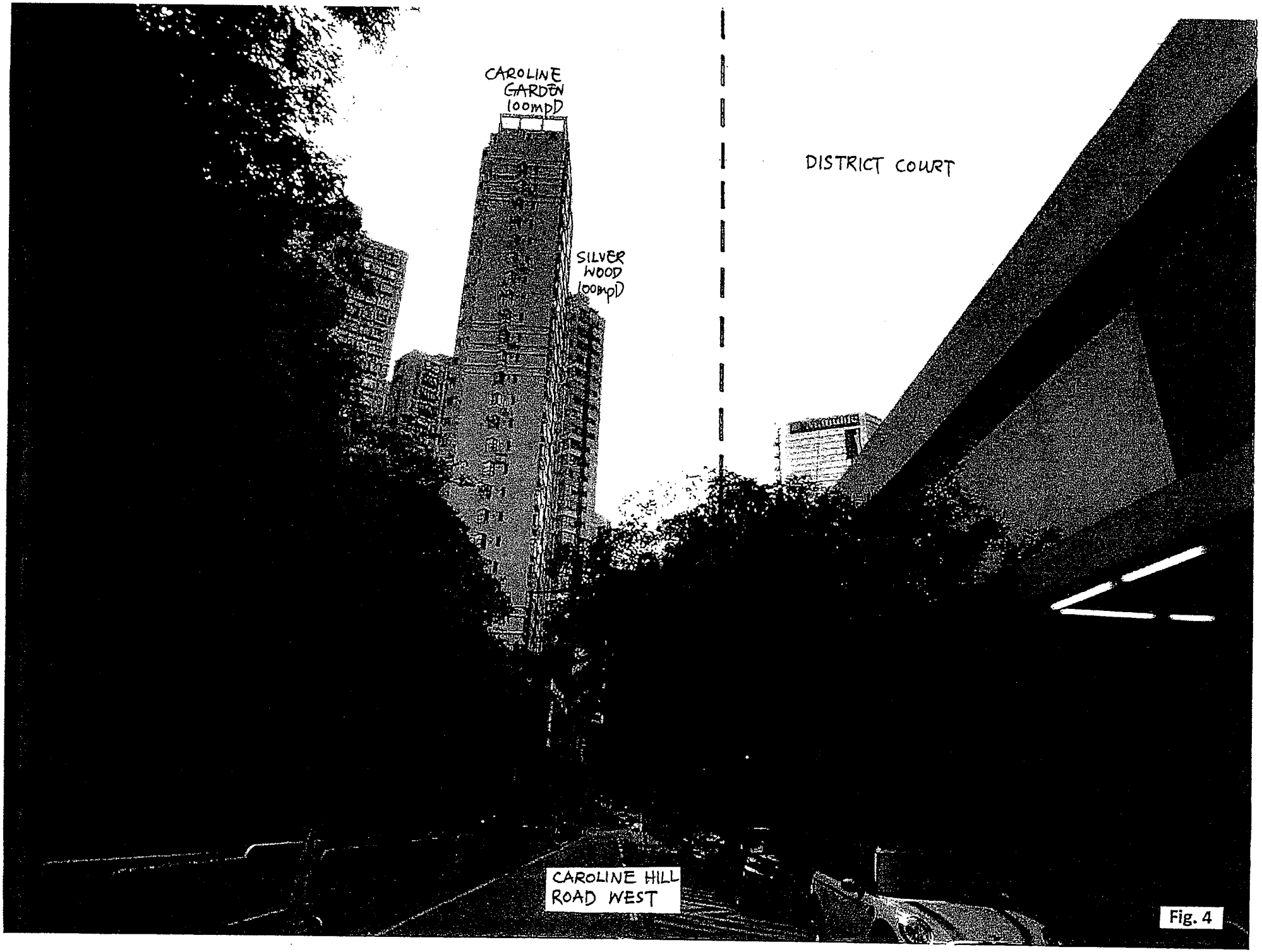

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

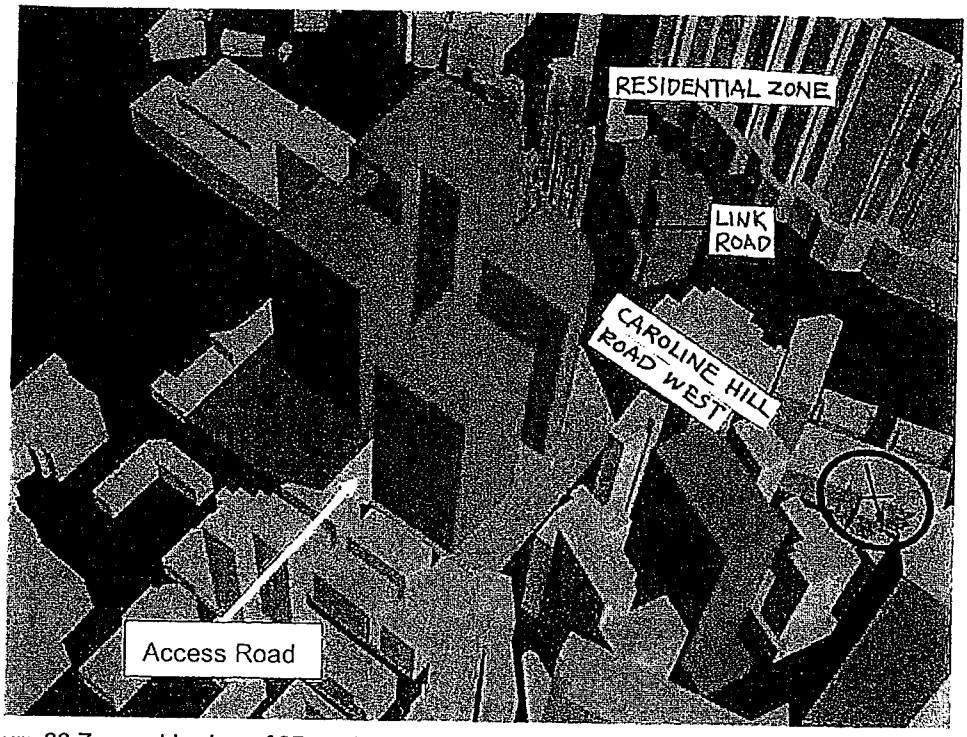


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

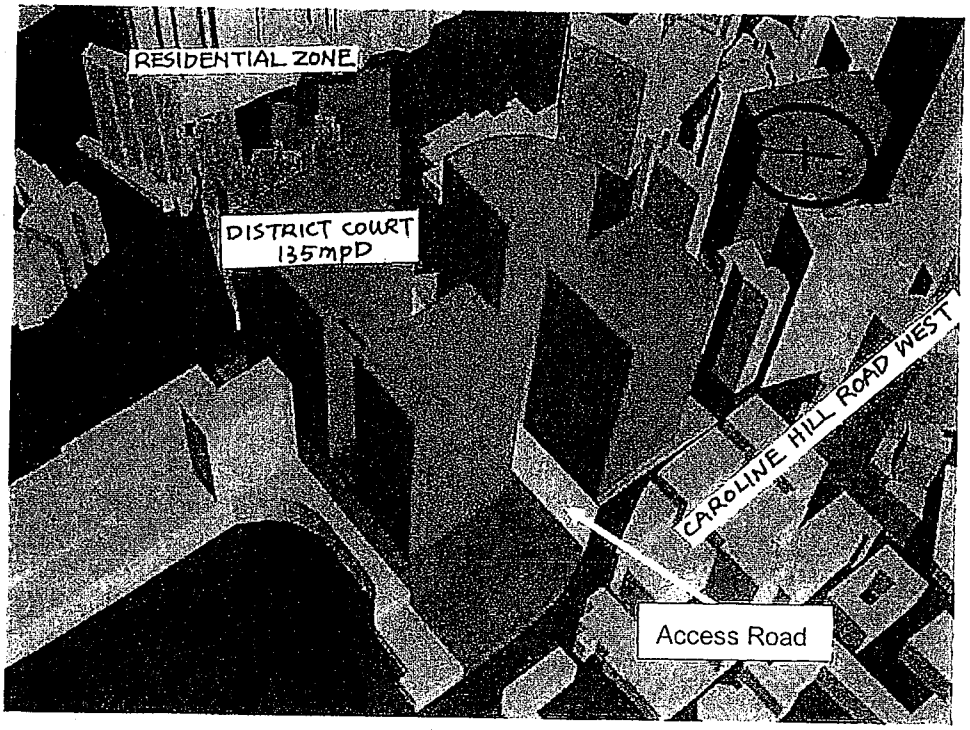


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

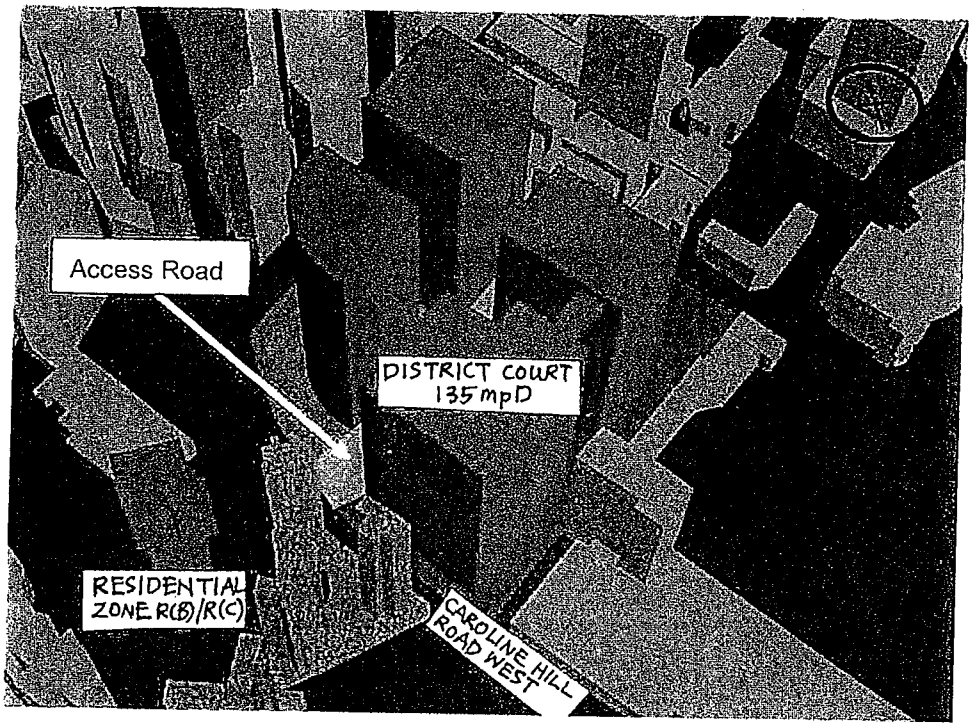


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

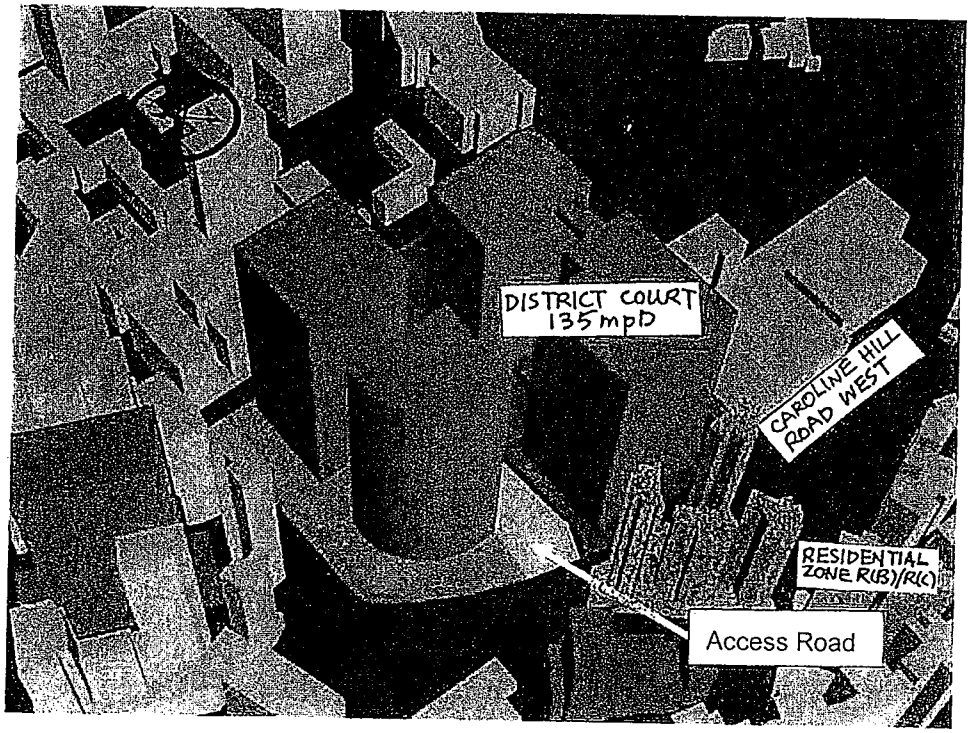
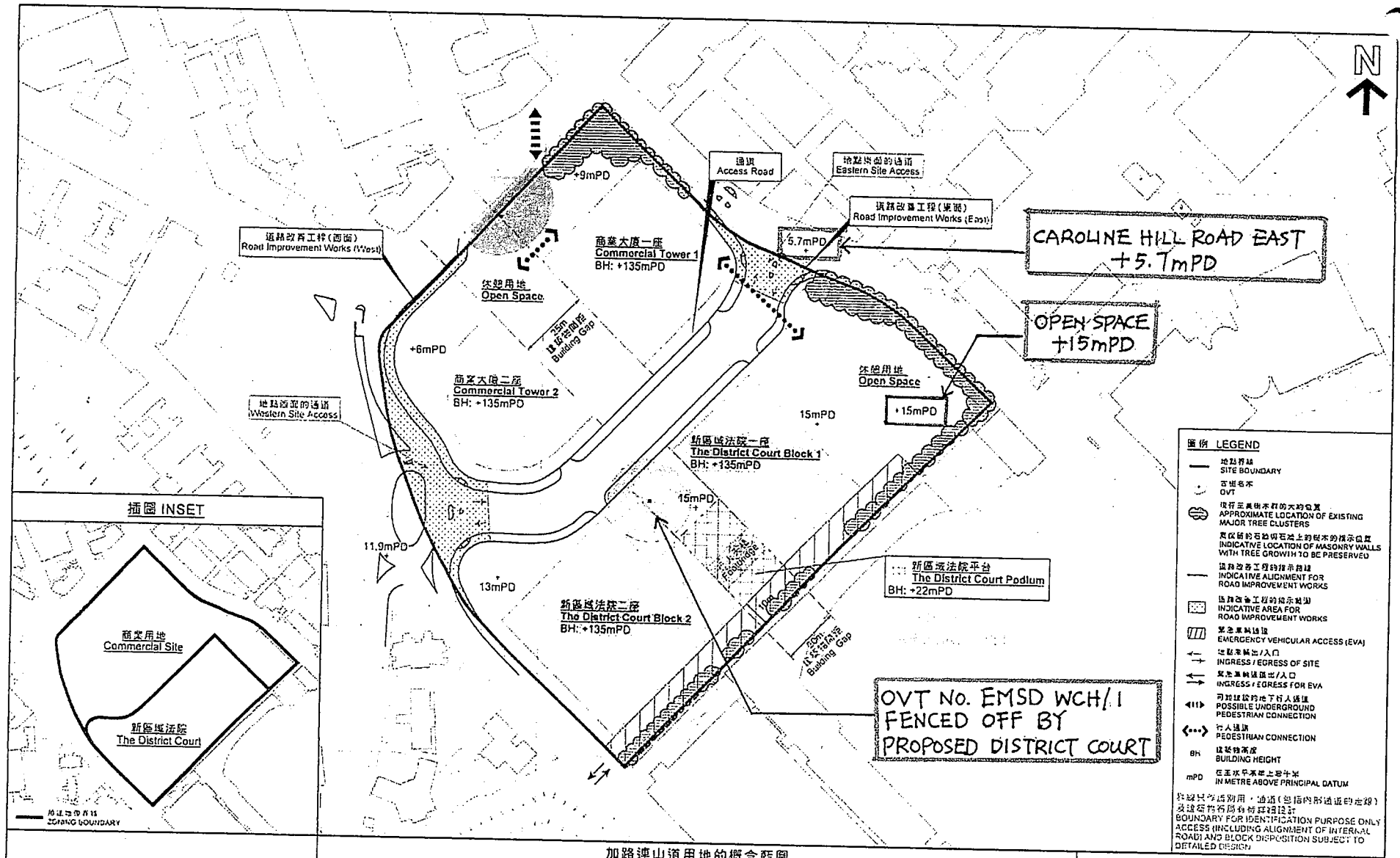


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

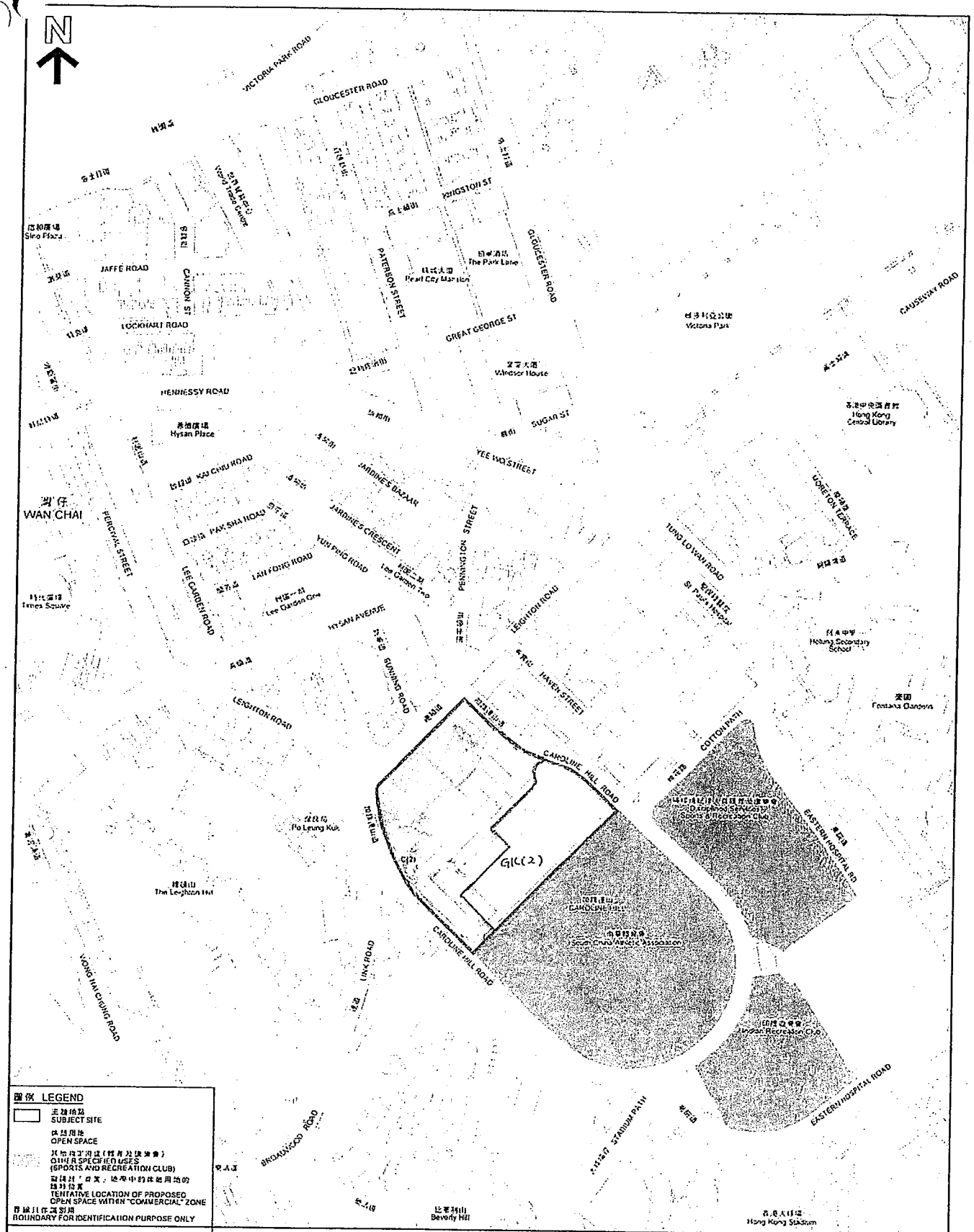
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

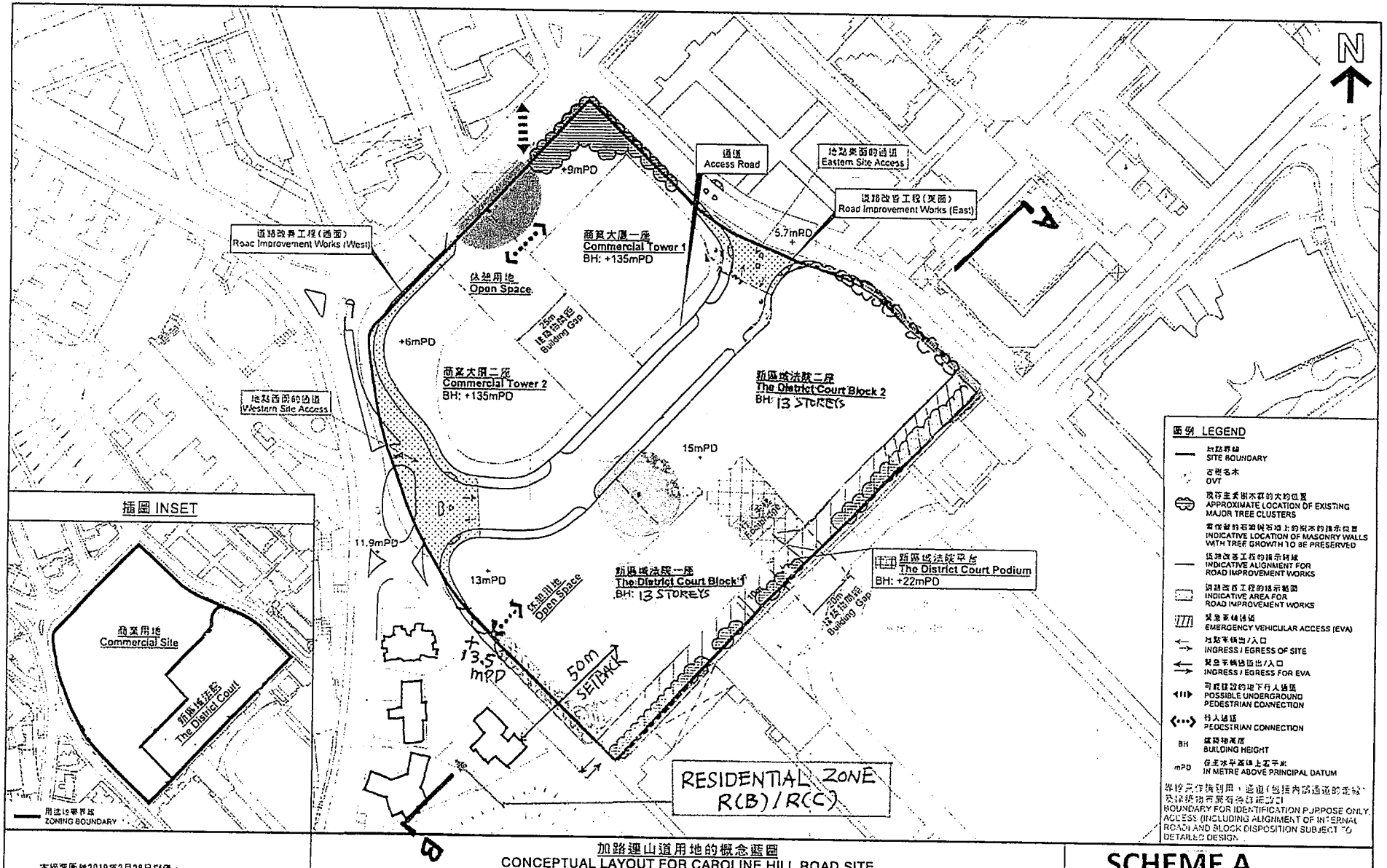
參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



Drawing no. CHR-Plan3



本摘要圖於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

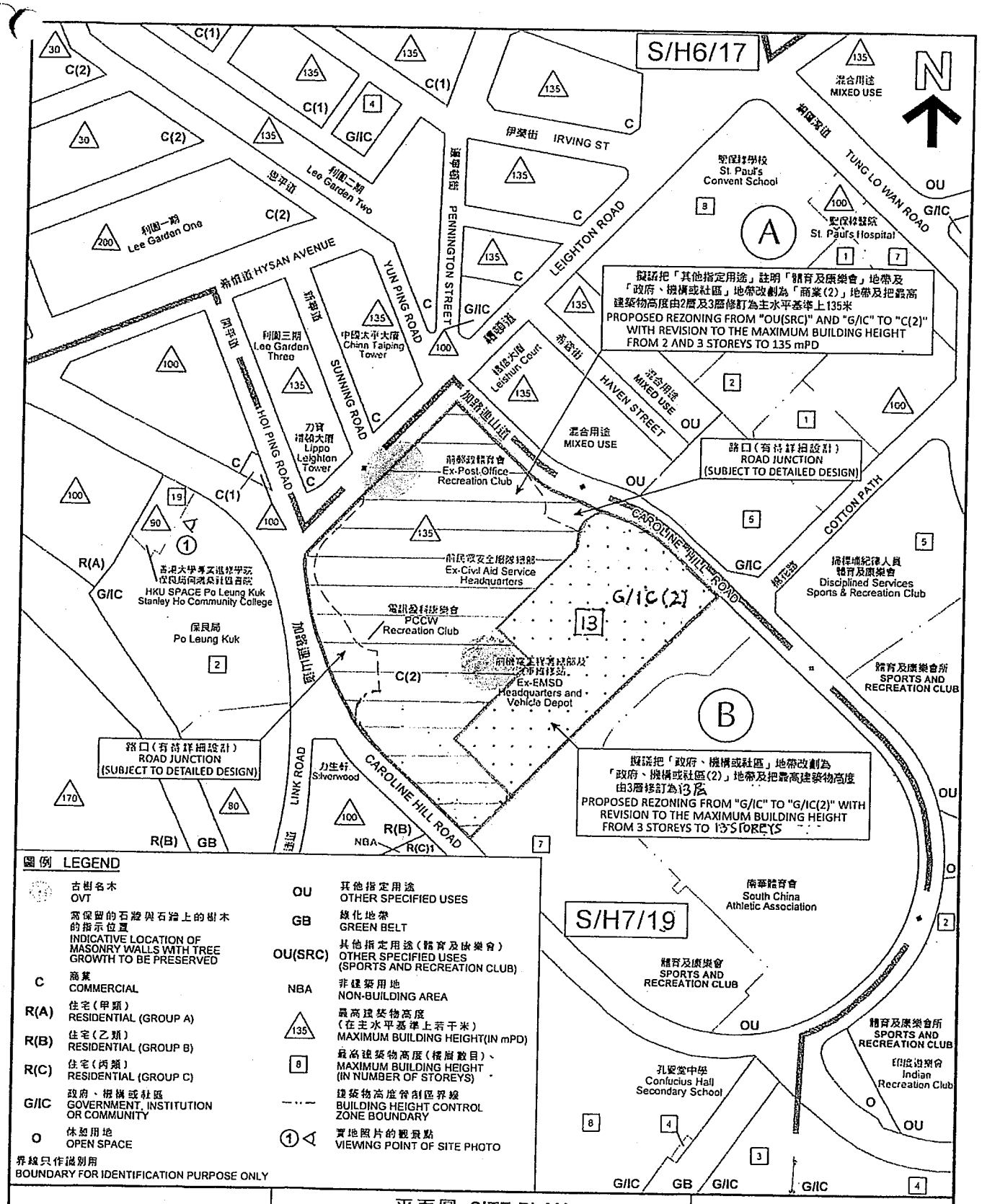
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

SCHEME A

DRAWING NO.

SchemeA-Plan



圖例 LEGEND

	古樹名木 OVT	OU	其他指定用途 OTHER SPECIFIED USES
	需保留的石牆與石路上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB	綠化地帶 GREEN BELT
		OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
C	商業 COMMERCIAL	NBA	非建築用地 NON-BUILDING AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN mPD)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)		建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	①◁	實地照片的觀景點 VIEWING POINT OF SITE PHOTO
O	休憩用地 OPEN SPACE		

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

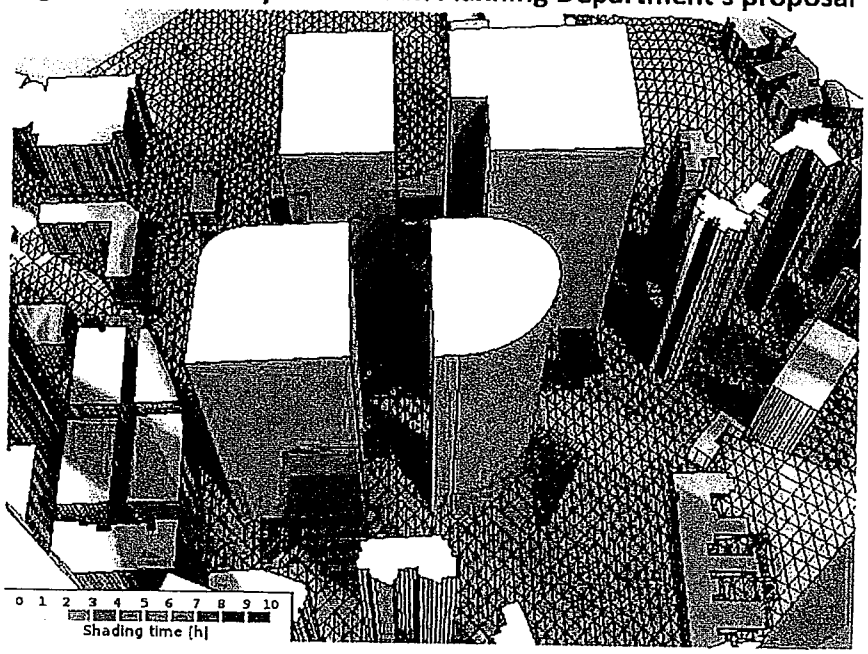
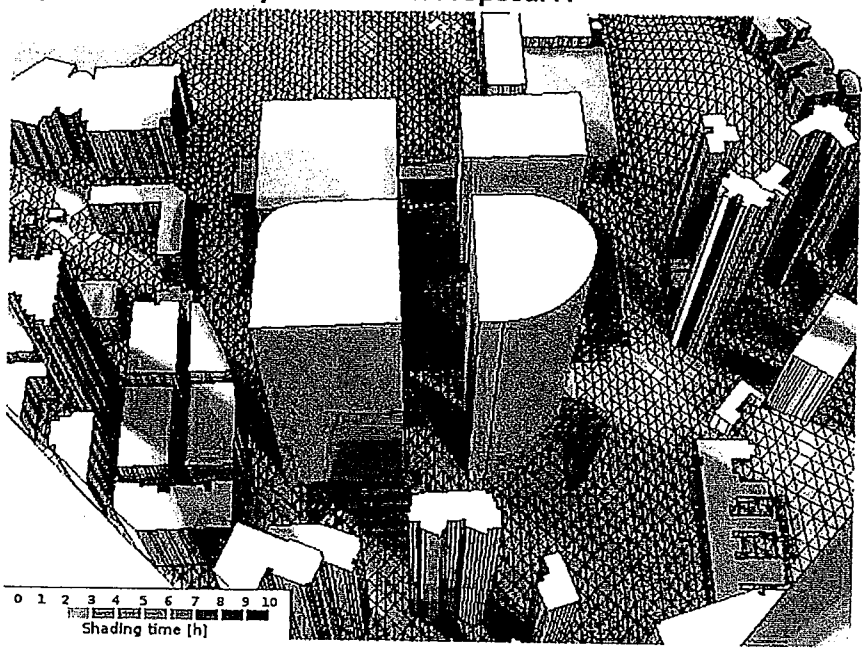


Fig. 8 Shadow analysis based on Proposal A



禮信大廈業主立案法團

TPB/R/S/H7/20-16

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就《黃泥涌分區計劃大綱草圖 S/17/20》提出申述，反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人： 禮信大廈業主立案法團

THE INCORPORATED OWNERS OF LEI SHUN COURT
禮信大廈
業主立案法團

申述人代表姓名： CHEUNG CHI HUNG, DAVID

申述人代表身份證號碼： [redacted]

地址： [redacted]

822

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>.

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. <u>Justification of the Height of the District Court</u>

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

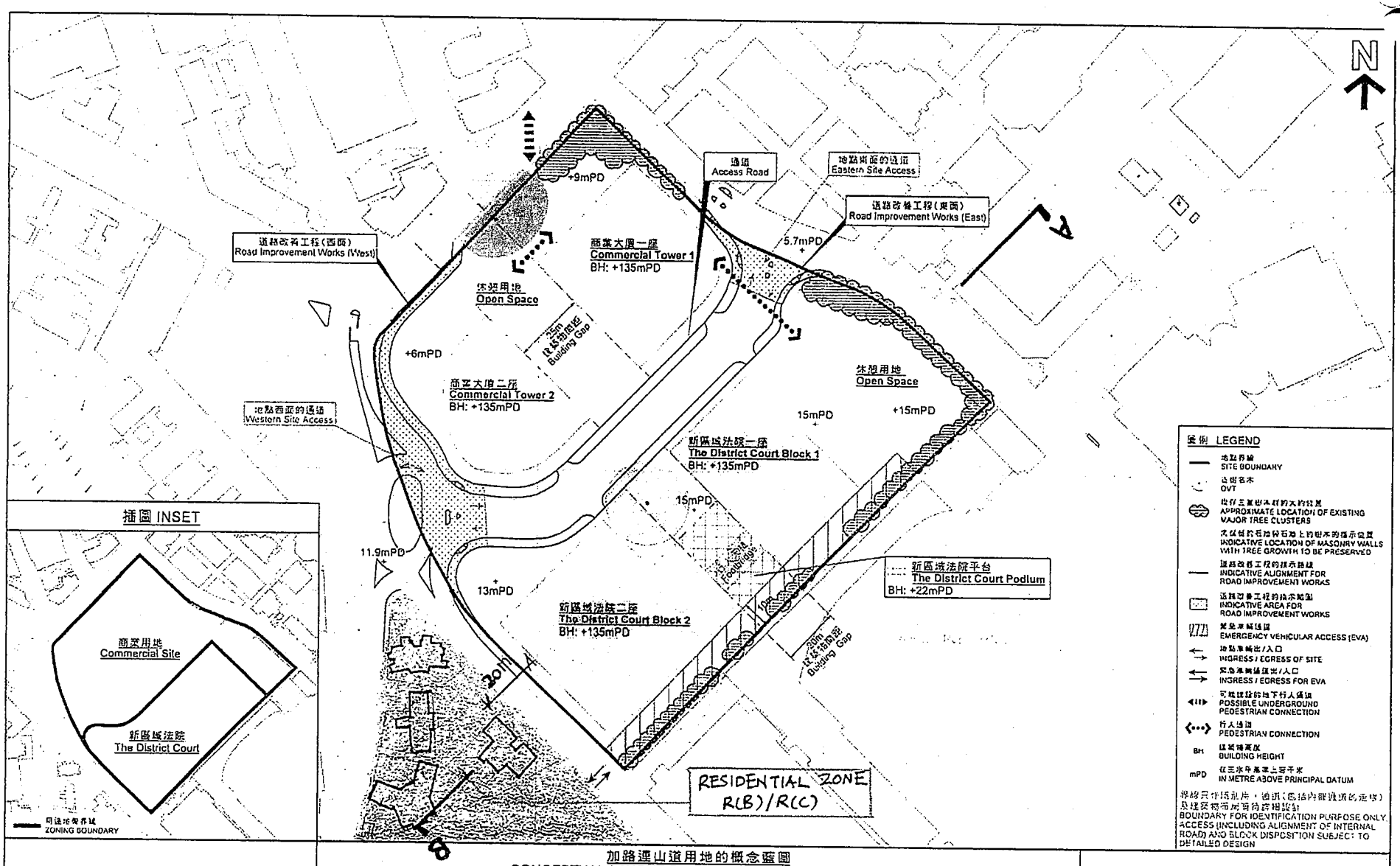
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本線圖於2019年2月28日擬備，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展鵝頸加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

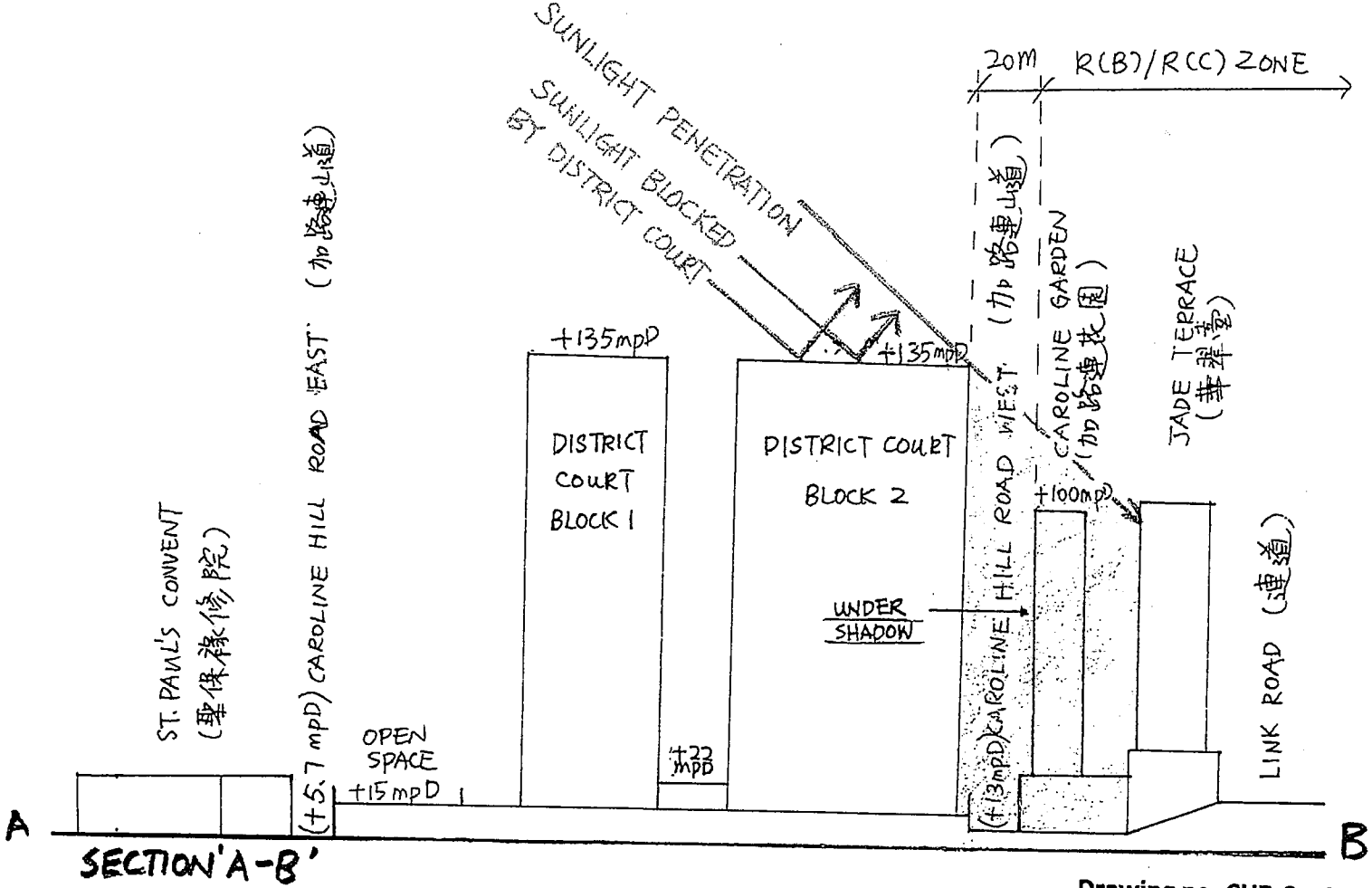
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PLANNING DEPARTMENT

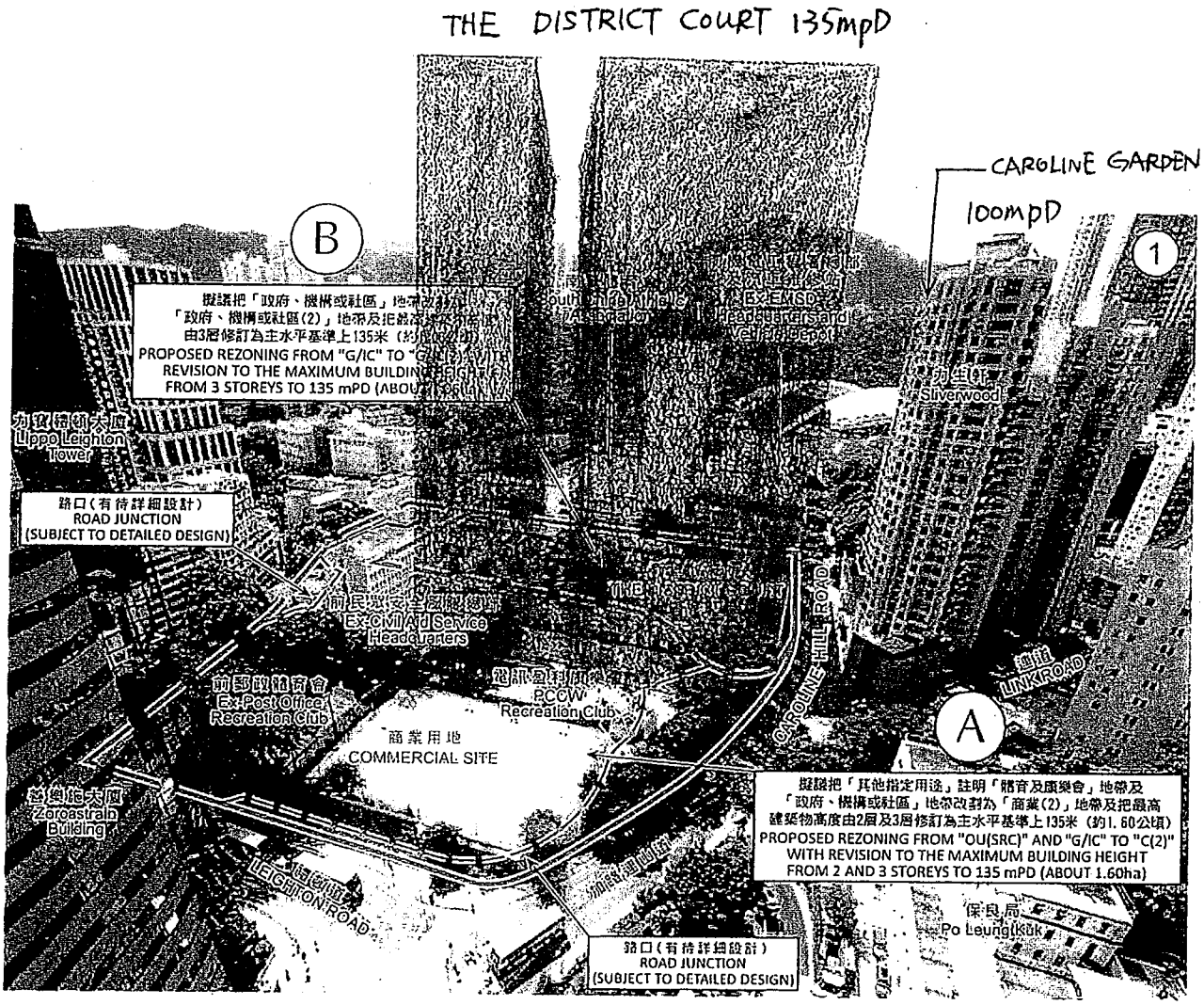
參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

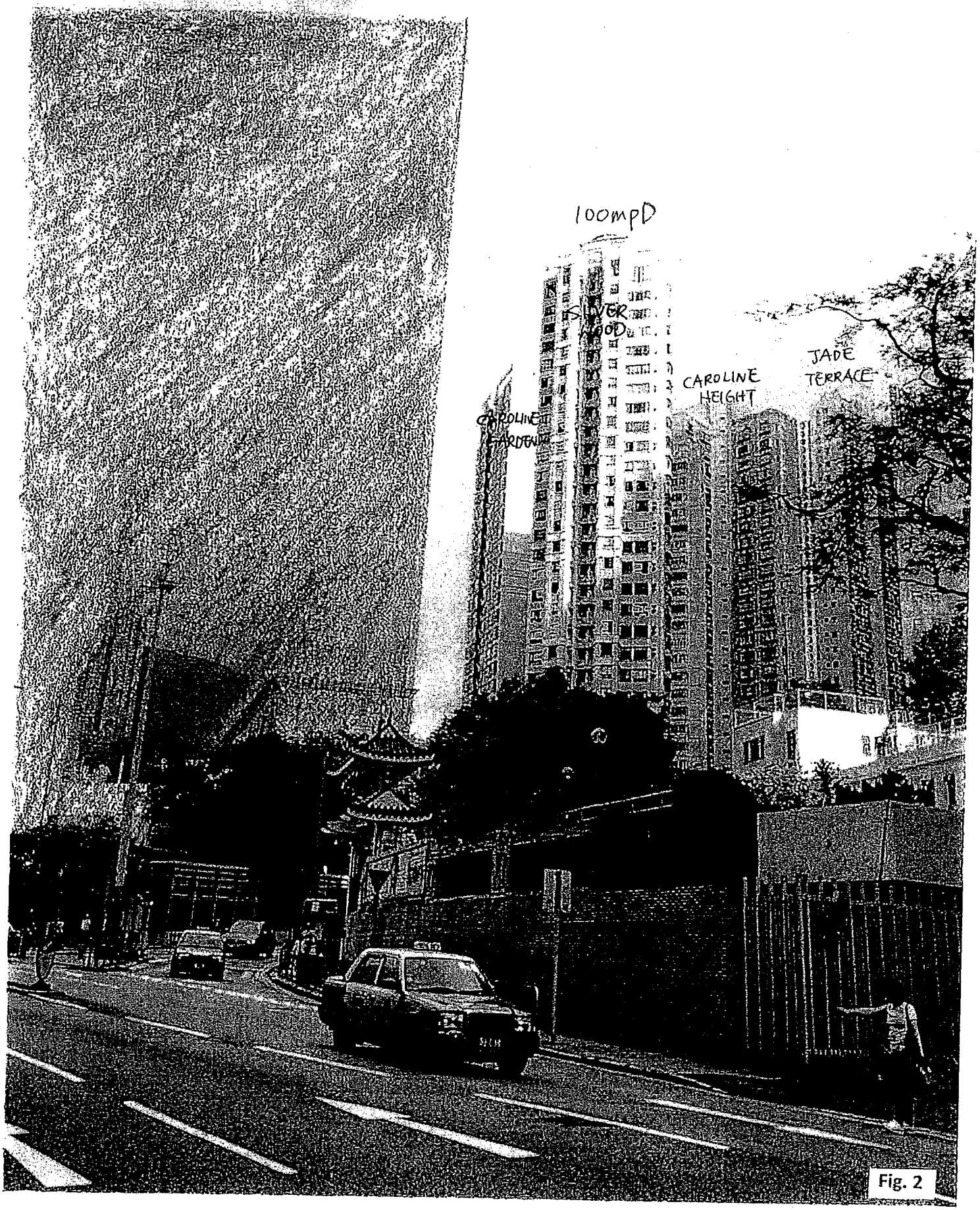

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE
CAROLINE GARDEN

Fig. 2

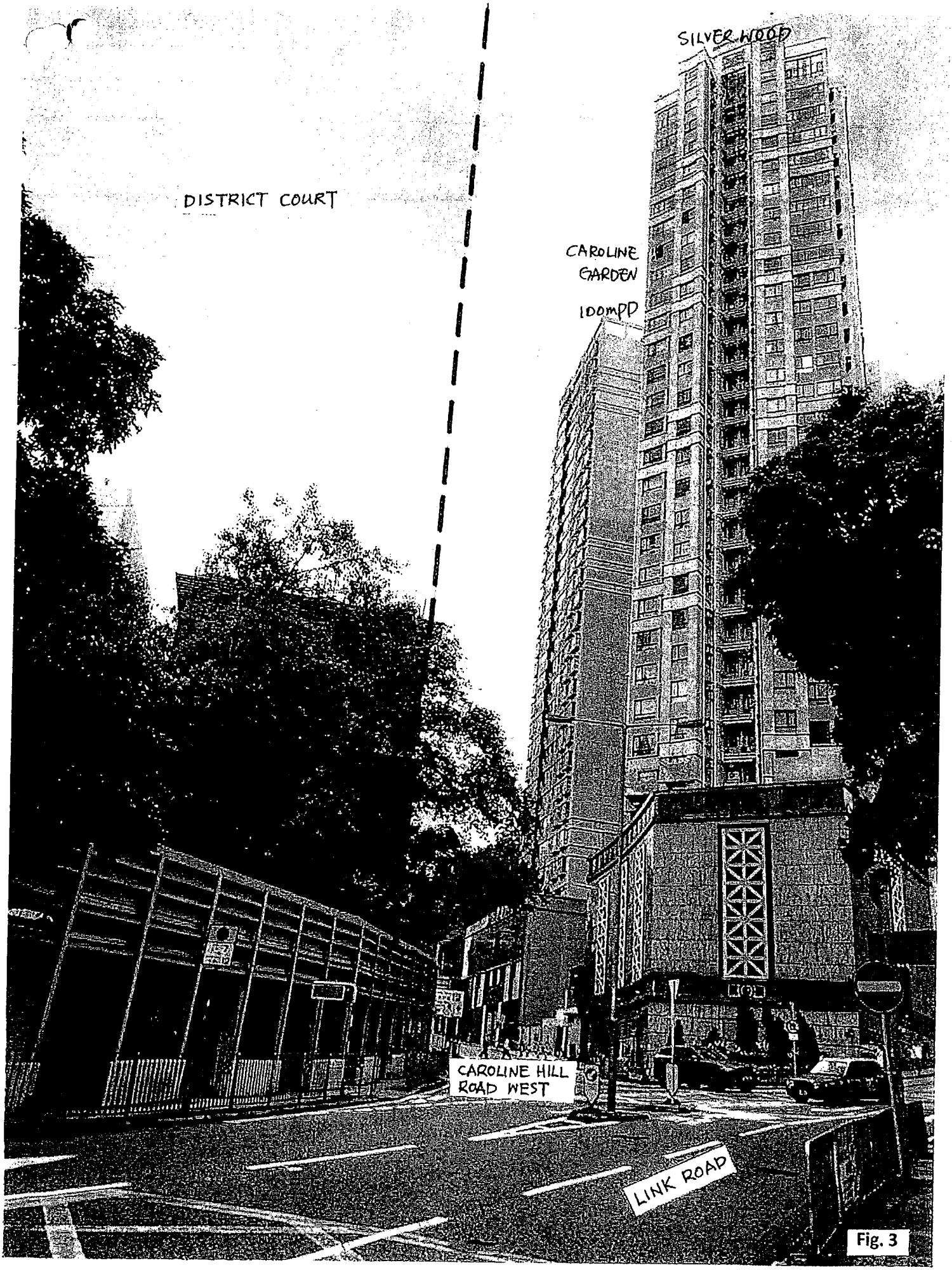

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

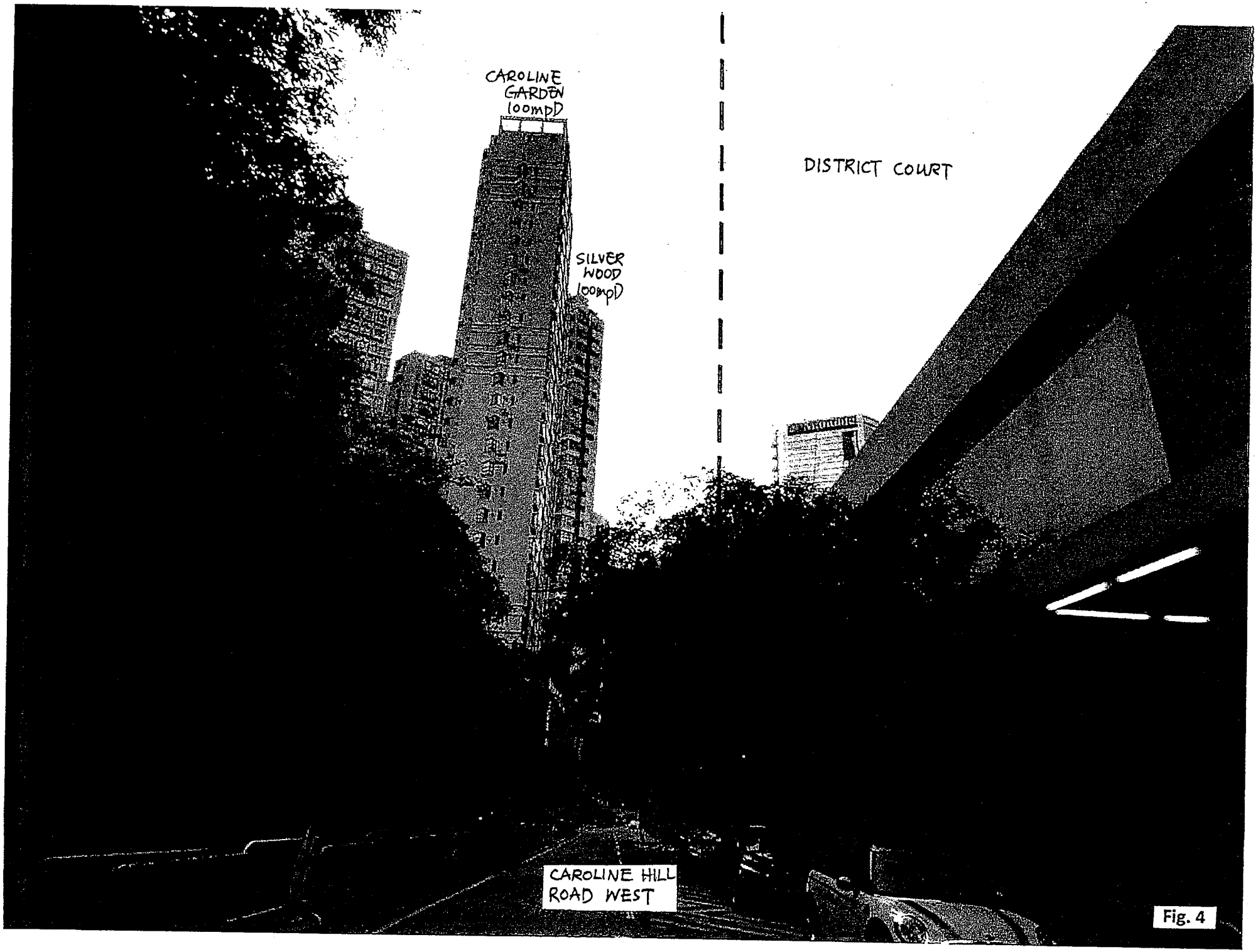

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

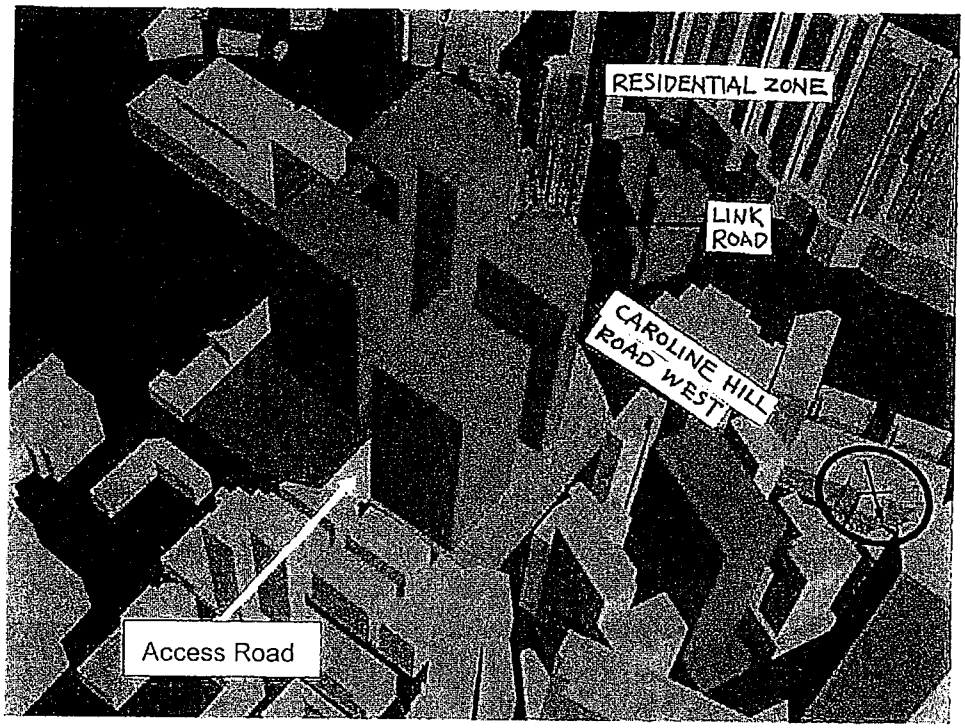


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

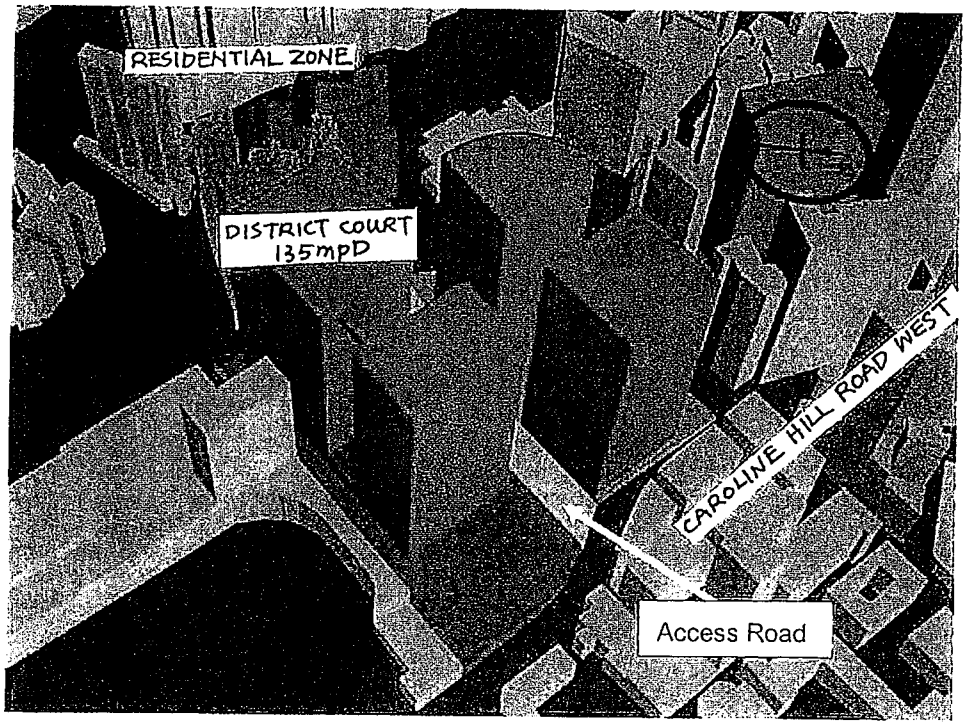


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

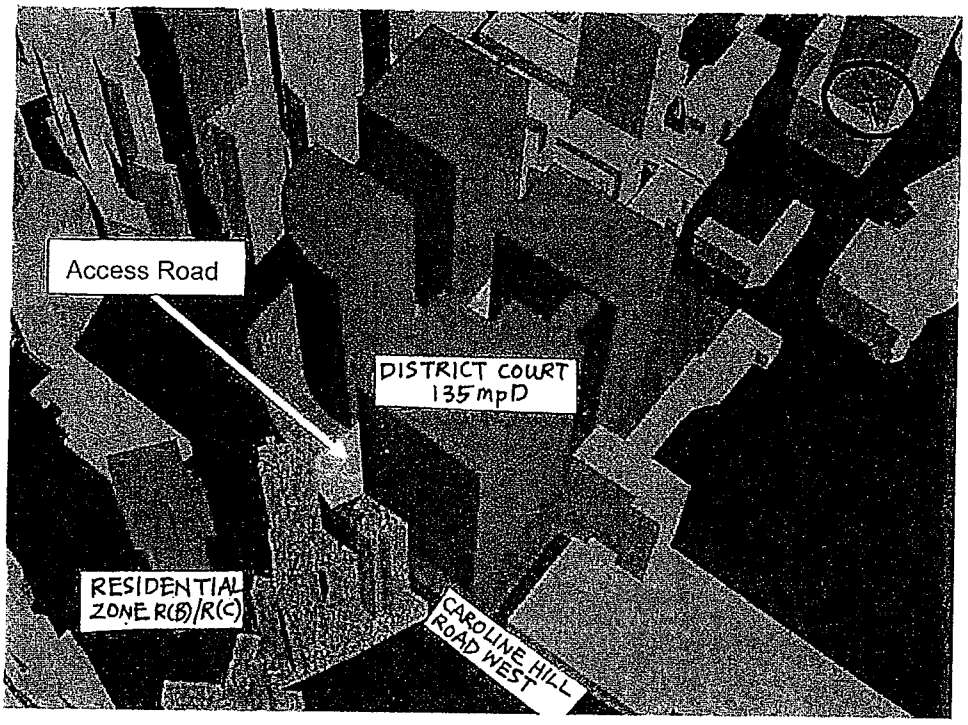


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

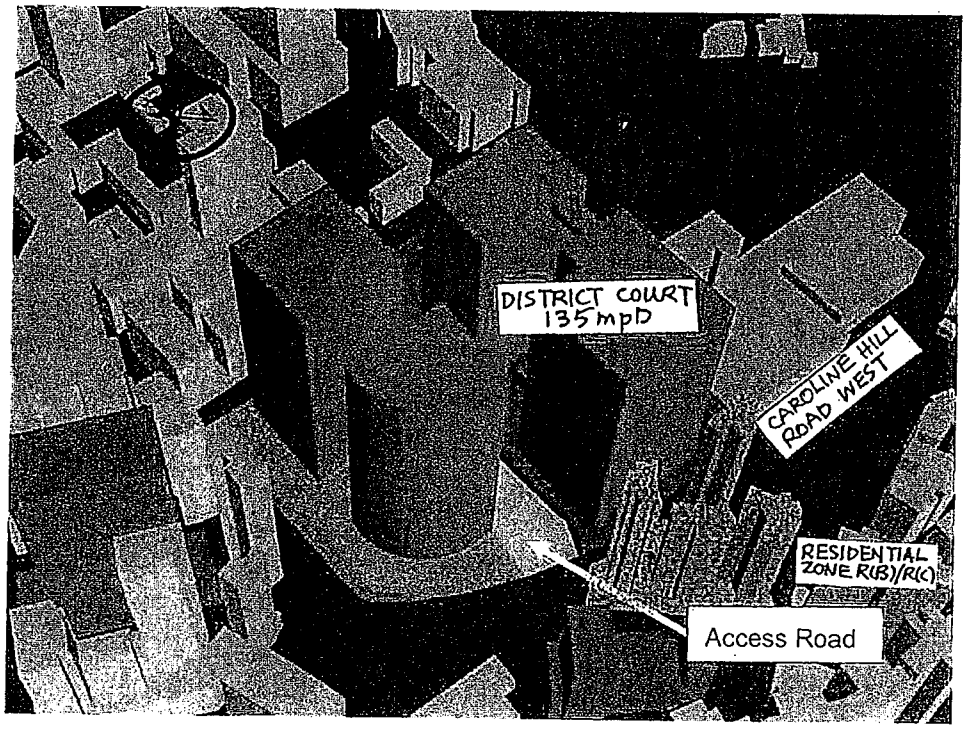
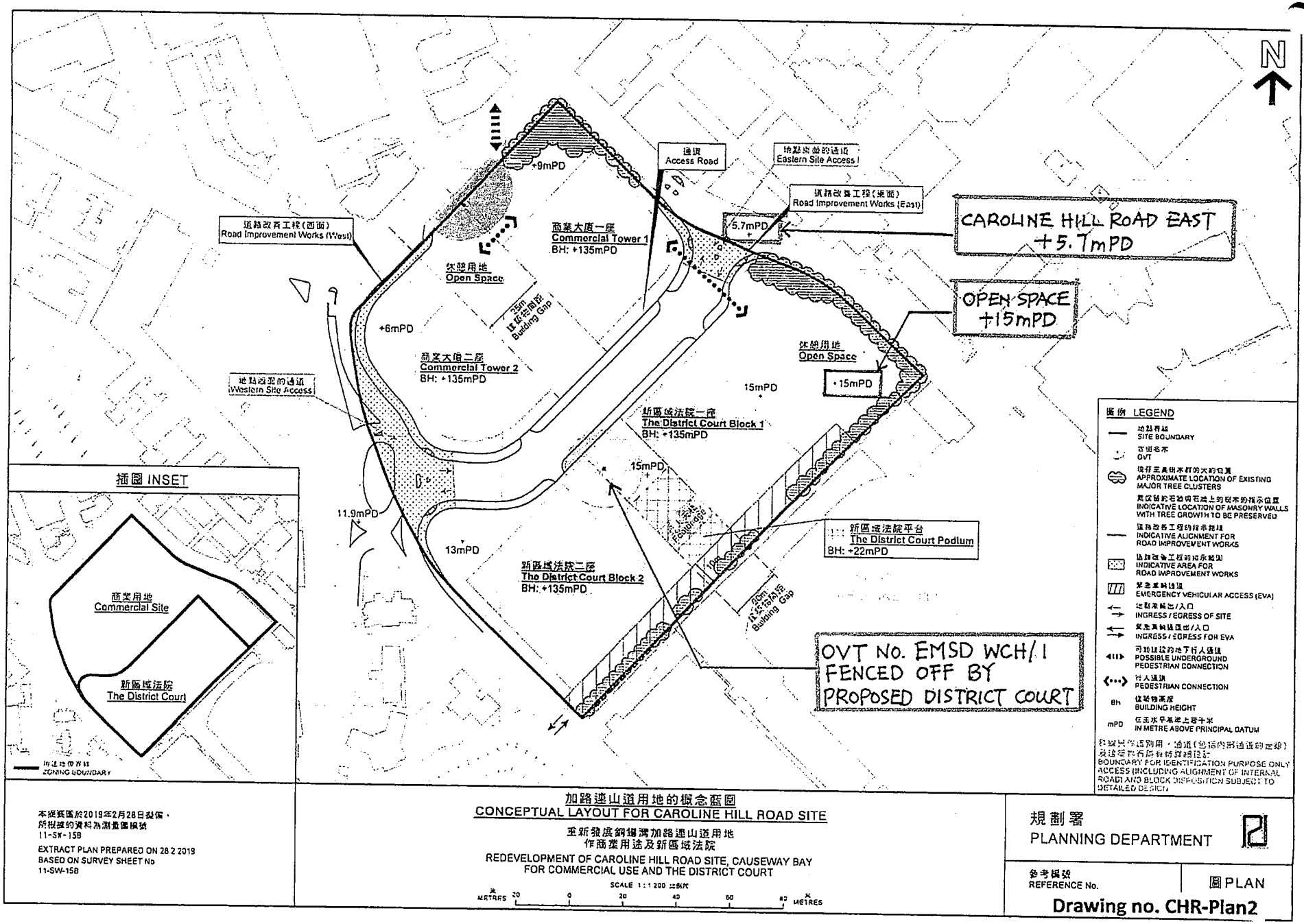


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖基於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

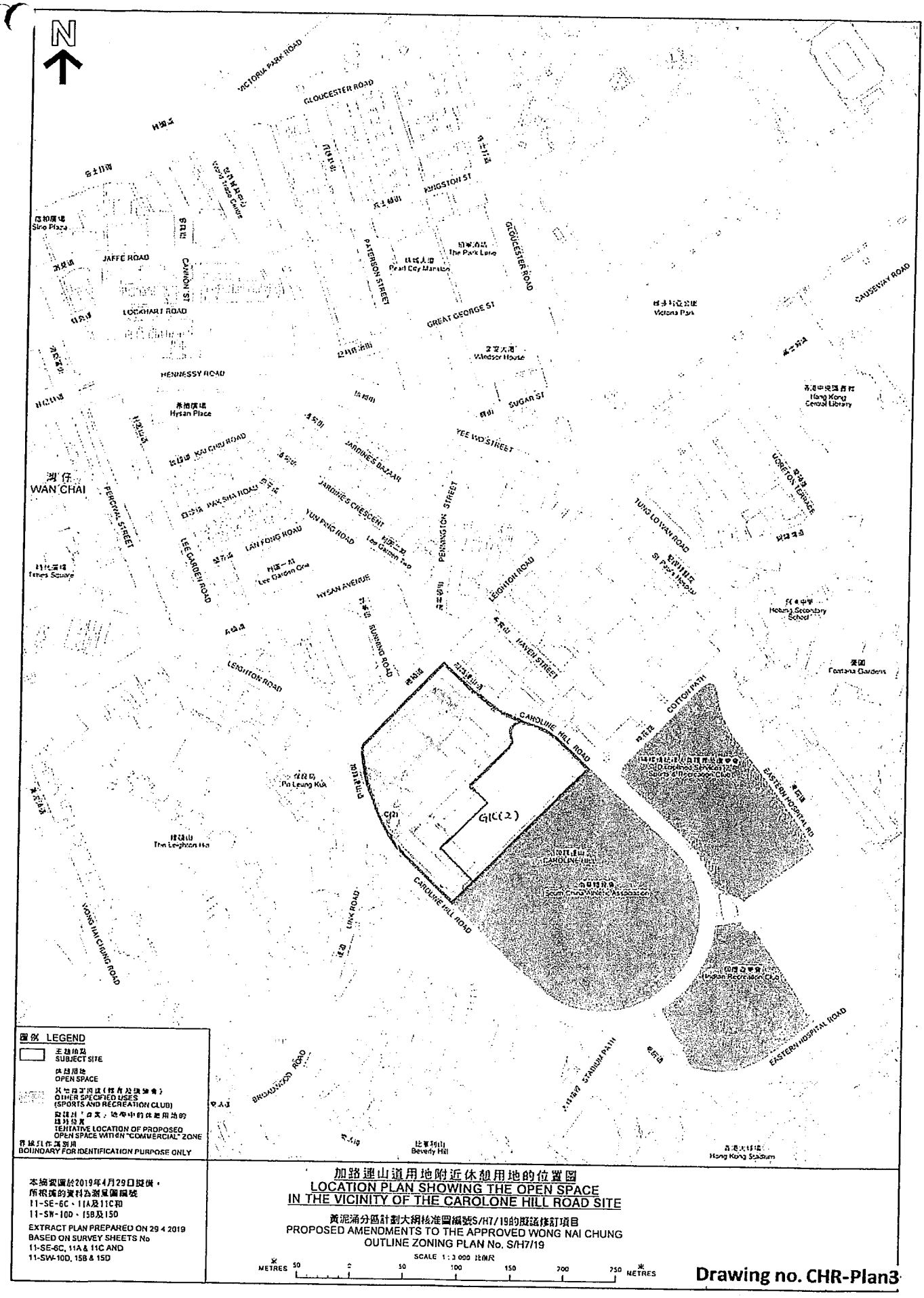
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規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



圖例 LEGEND

- 主題地點 SUBJECT SITE
- 休憩用地 OPEN SPACE
- 其他指定用途（康樂及體育會） OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- 擬議的「休憩」地帶中的休憩用地的臨時位置 TENTATIVE LOCATION OF PROPOSED OPEN SPACE WITHIN "COMMERCIAL" ZONE
- 作識別用途的界線 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年4月29日製備，所根據的資料為測量圖編號
11-SE-6C、11A及11C和
11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29 4 2019
BASED ON SURVEY SHEETS No
11-SE-6C, 11A & 11C AND
11-SW-10D, 15B & 15D

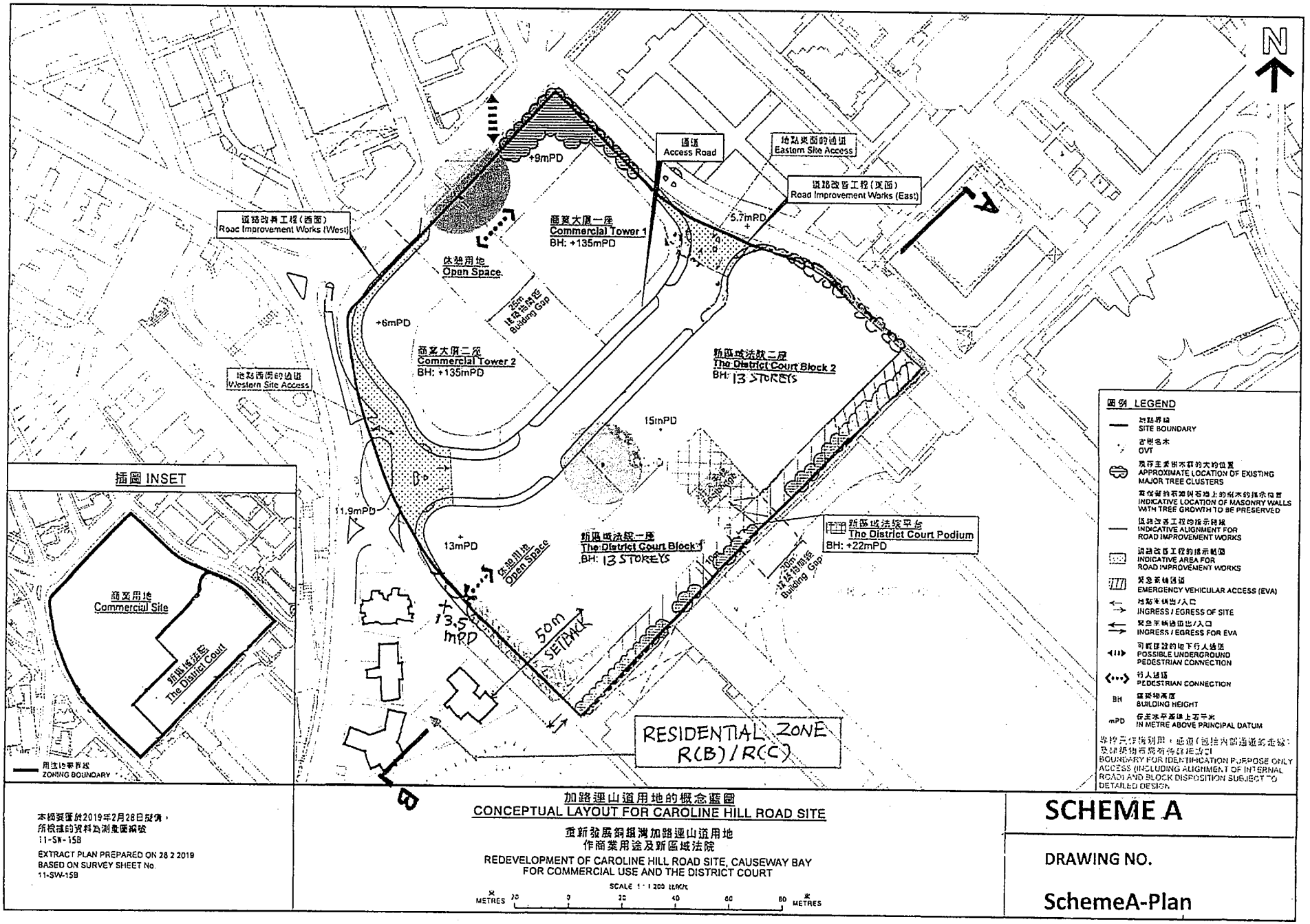
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN No. S/H7/19

SCALE 1:3 000 比例尺

米 METRES 50 0 50 100 150 200 750 米 METRES

Drawing no. CHR-Plan3



本圖製圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

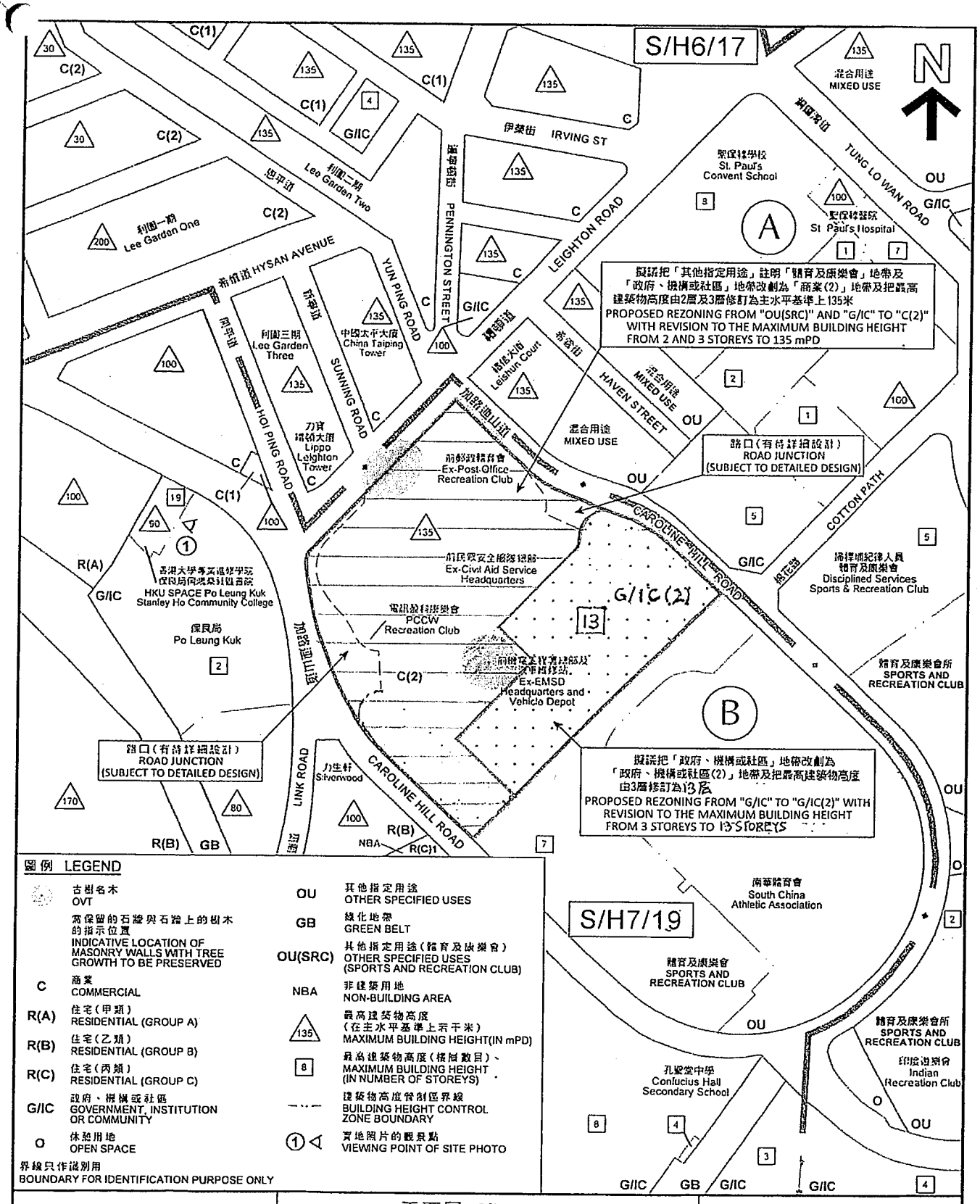
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME A

DRAWING NO.

SchemeA-Plan



圖例 LEGEND

古樹名木 OVT	其他指定用途 OTHER SPECIFIED USES
需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	綠化地帶 GREEN BELT
C 商業 COMMERCIAL	OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)	NBA 非建築用地 NON-BUILDING AREA
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
O 休憩用地 OPEN SPACE	①◁ 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

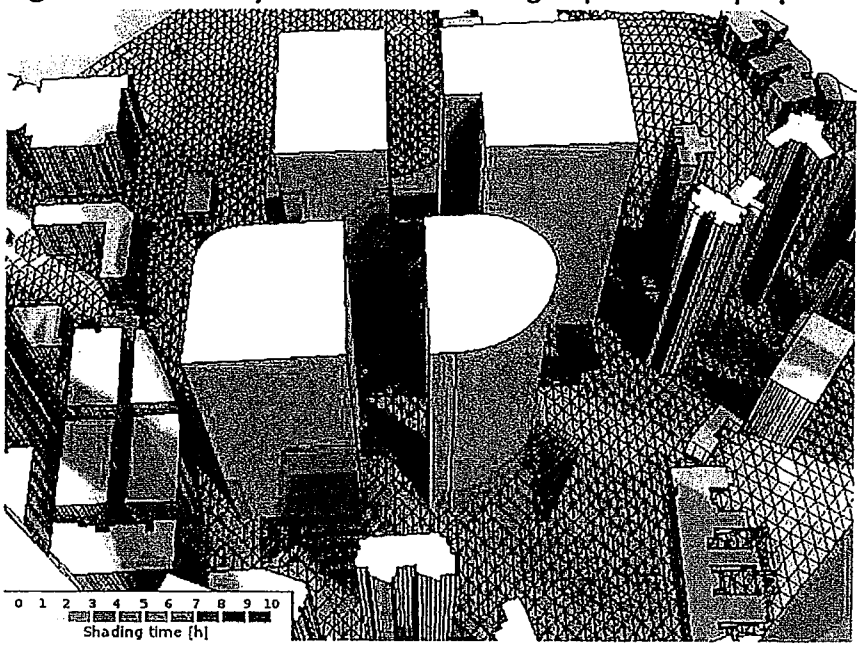
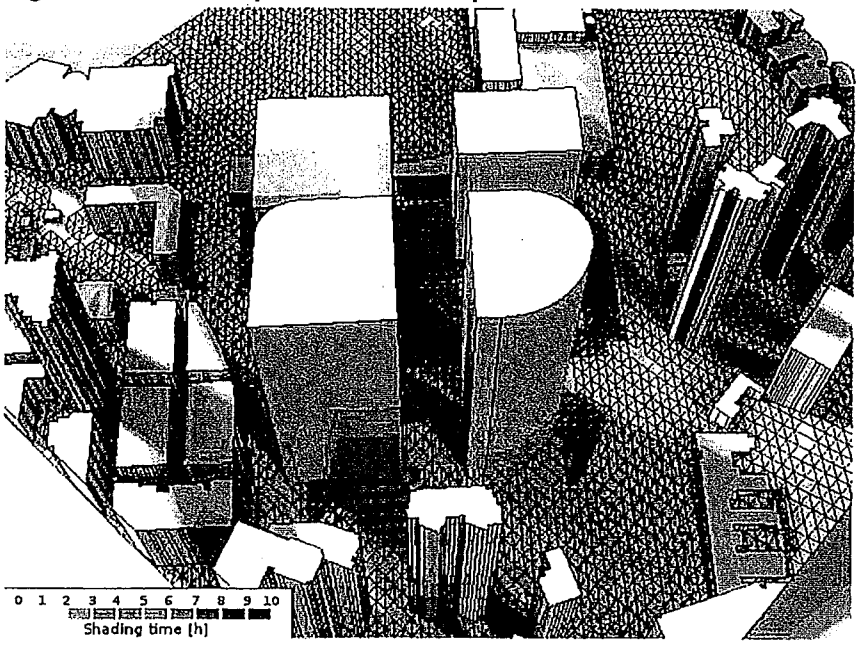


Fig. 8 Shadow analysis based on Proposal A



CAROLINE HILL PLANNING CONCERN GROUP

TPB/R/S/H7/20-17

24th July 2019

Dear Secretary of the Town Planning Board,

We are writing to make a representation against the amendment items in the Wong Nai Chung Outline Zoning Plan S/17/20 gazetted in 24th May 2019.

We are concerned about the proposal to change the land use in the Caroline Hill Road Site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The planning document, including the Traffic Impact Assessment and Visual Impact Assessment reports, failed to reflect the actual situations in the community. The needs of the residents are neglected as well.

We would like to make three counterproposal schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighbourhood. Please refer to the attachment for the detailed reasons of our representation and the counterproposals. We sincerely hope that the Town Planning Board can consider our comments.

Yours Faithfully,

Caroline Hill Planning Concern Group

Representor: **Caroline Hill Planning Concern Group**

Full Name of Representor's Representative: **Yeung Tsz Chun**

HKID No. of Representor's Representative: [redacted]

Address: [redacted]

818

附件

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. <u>Justification of the Height of the District Court</u>

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. <u>Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20</u>

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. <u>Proposed amendments to the draft plan</u>

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

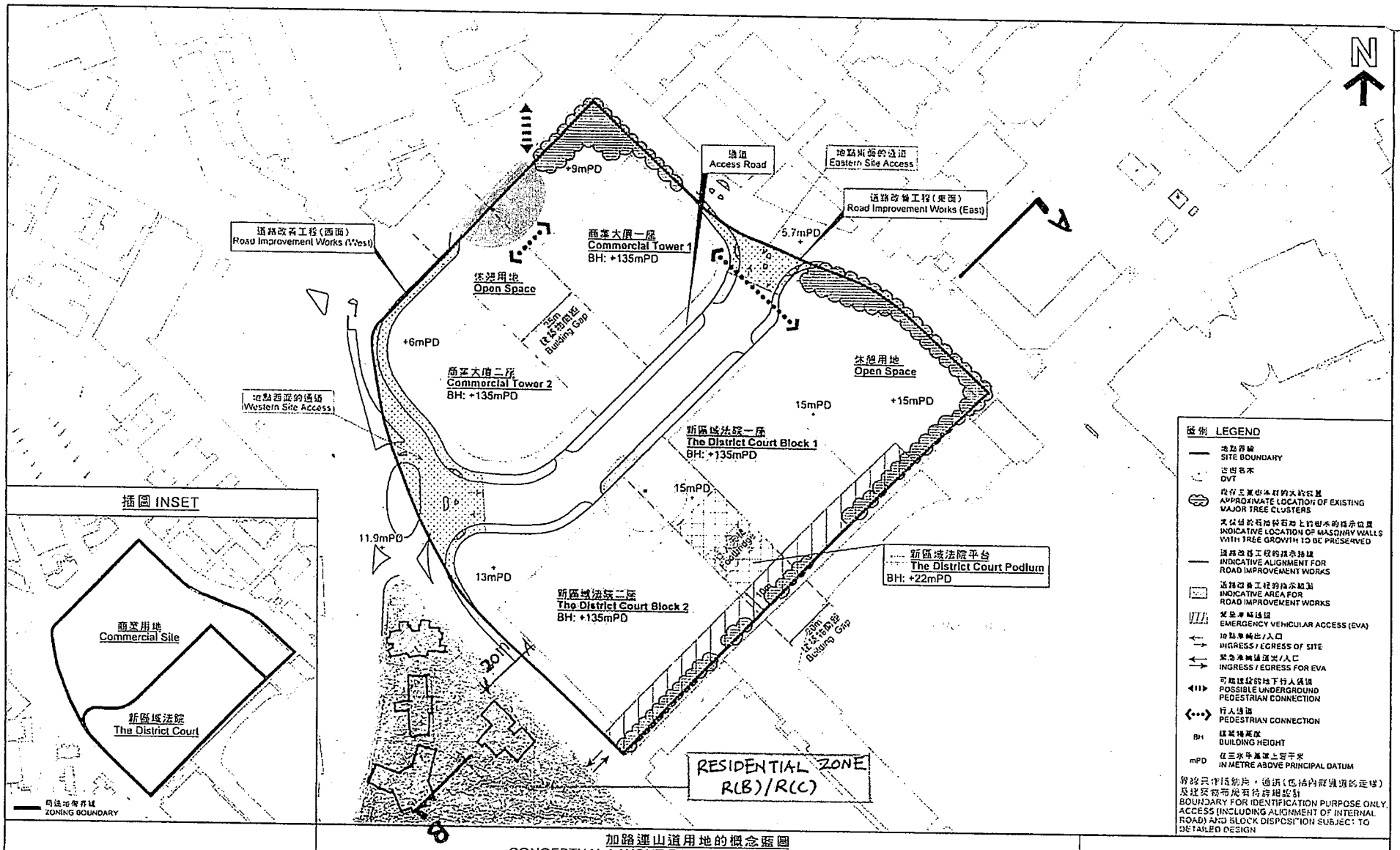
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本圖於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

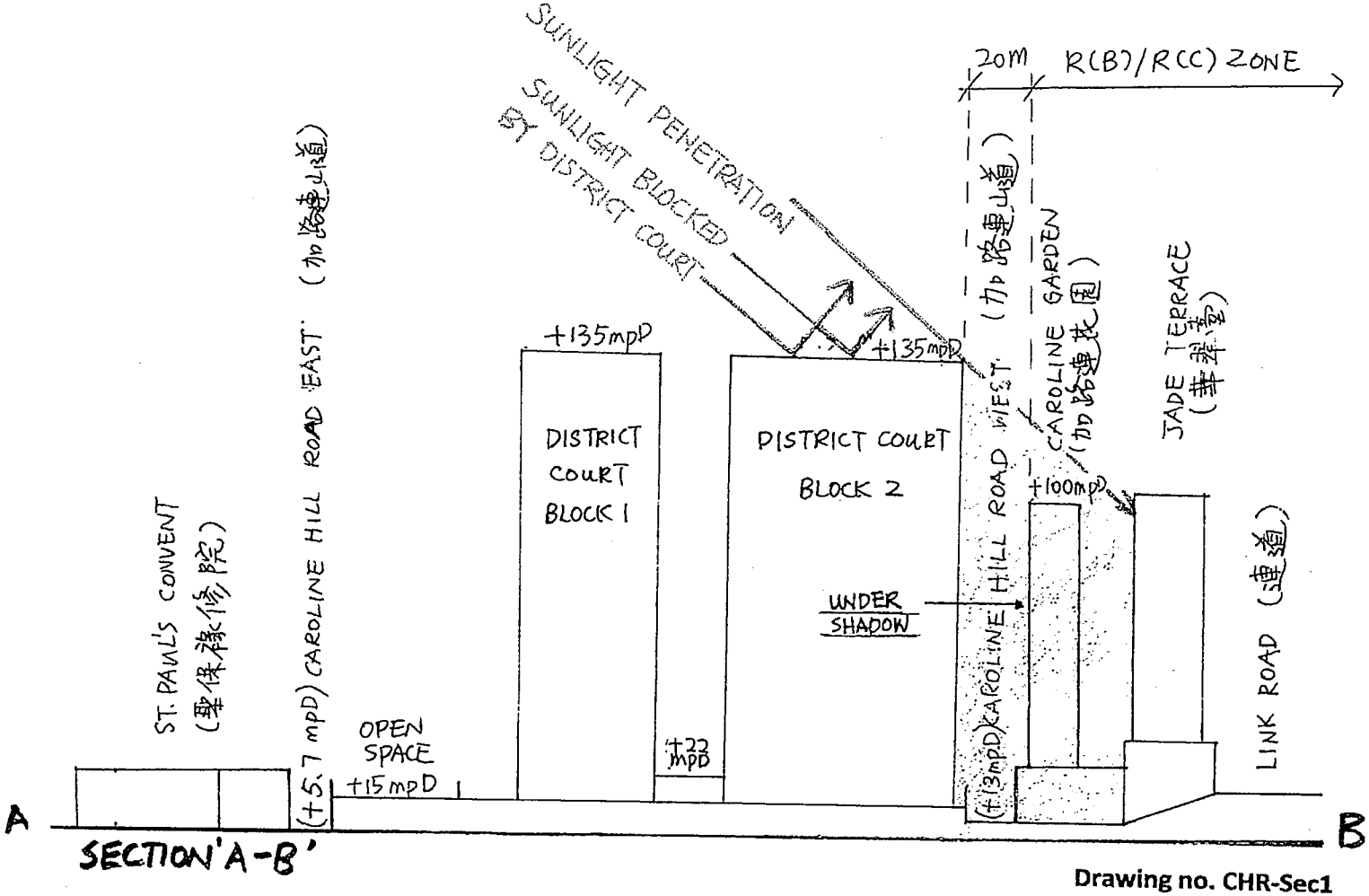
SCALE 1 : 1 200 比例尺

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

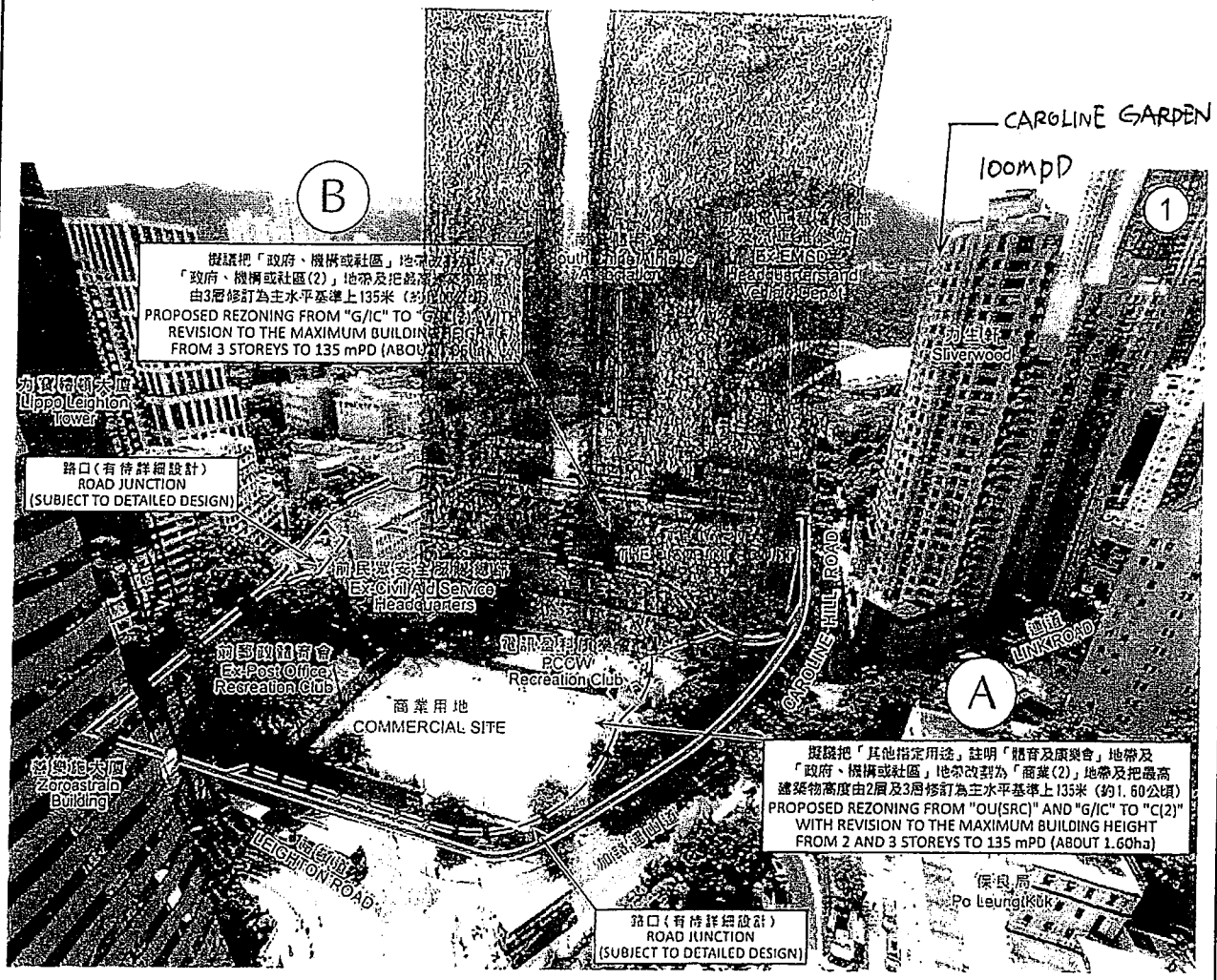
圖 PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1

THE DISTRICT COURT 135mpD



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，所根據的資料為攝於2018年5月16日的實地照片 PLAN PREPARED ON 28.2.2019 BASED ON SITE PHOTO TAKEN ON 16.5.2018	實地照片 SITE PHOTO 重新發展銅鑼灣加路連山道用地作商業用途及新區域法院 REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT	規劃署 PLANNING DEPARTMENT 參考編號 REFERENCE No. M/H7/19/3 圖 PLAN Fig.1

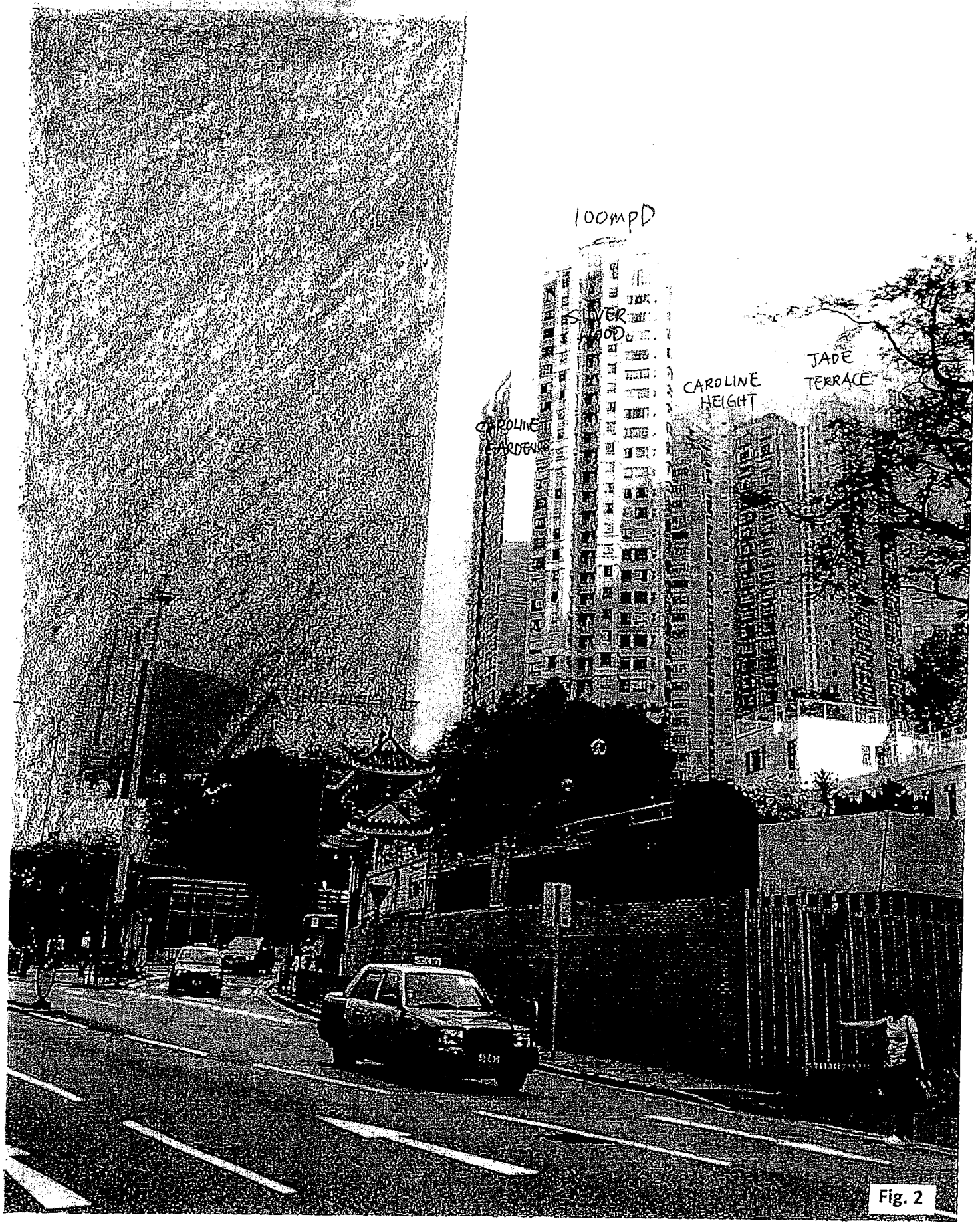

THE DISTRICT COURT 135mpD
100mpD
SILVER WOOD
CAROLINE HEIGHT
JADE TERRACE
CAROLINE GARDENS

Fig. 2

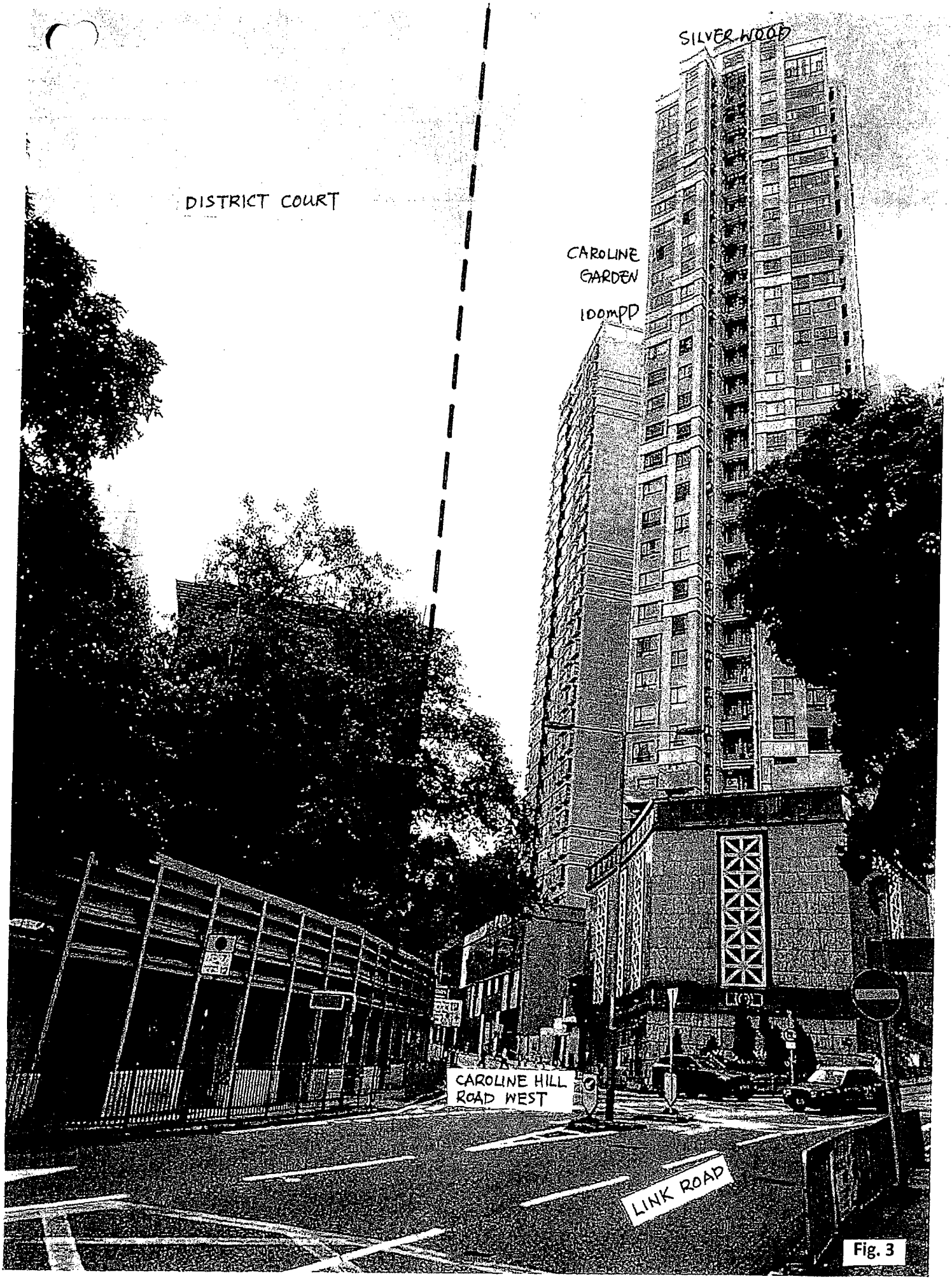

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

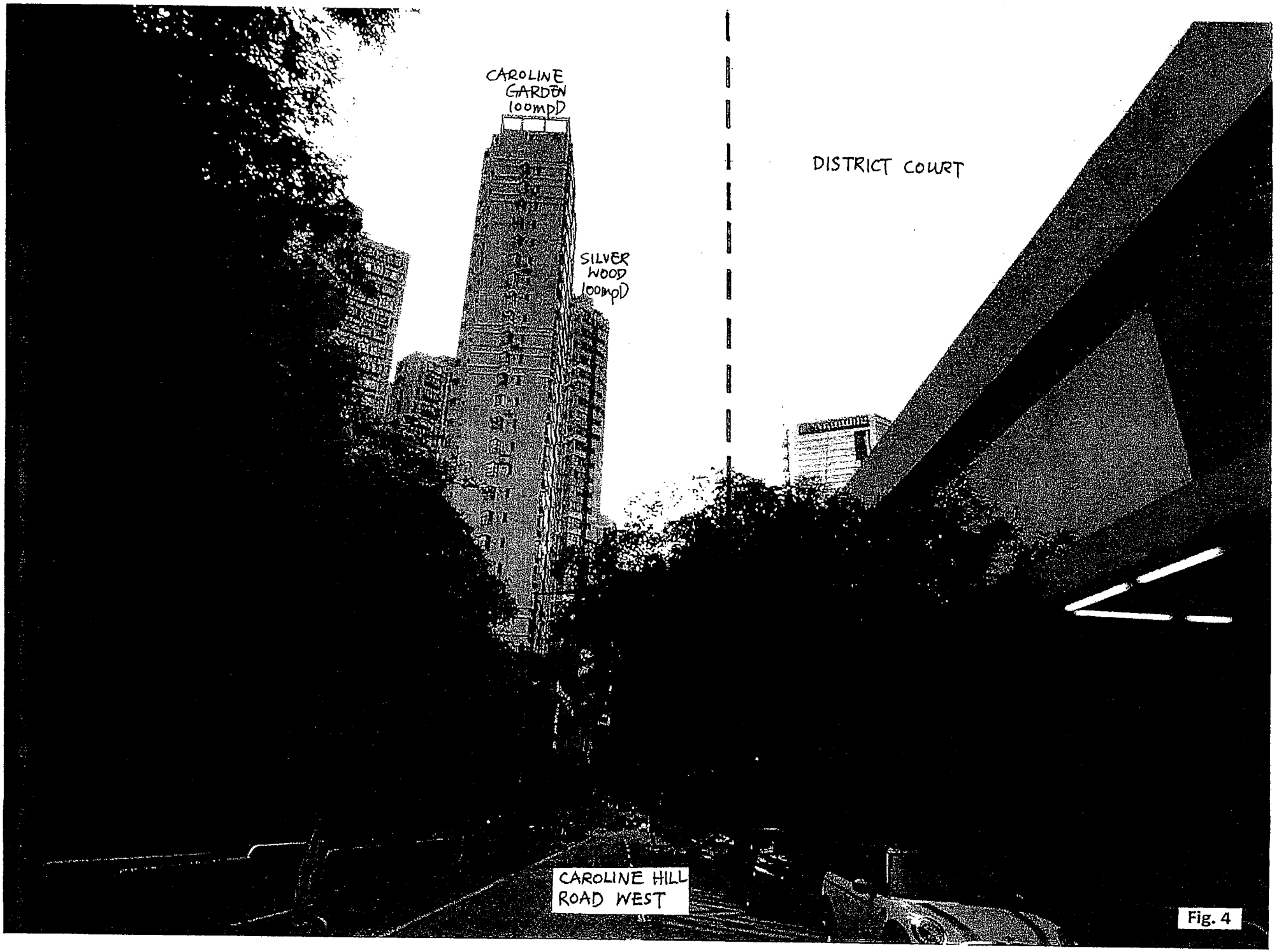

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

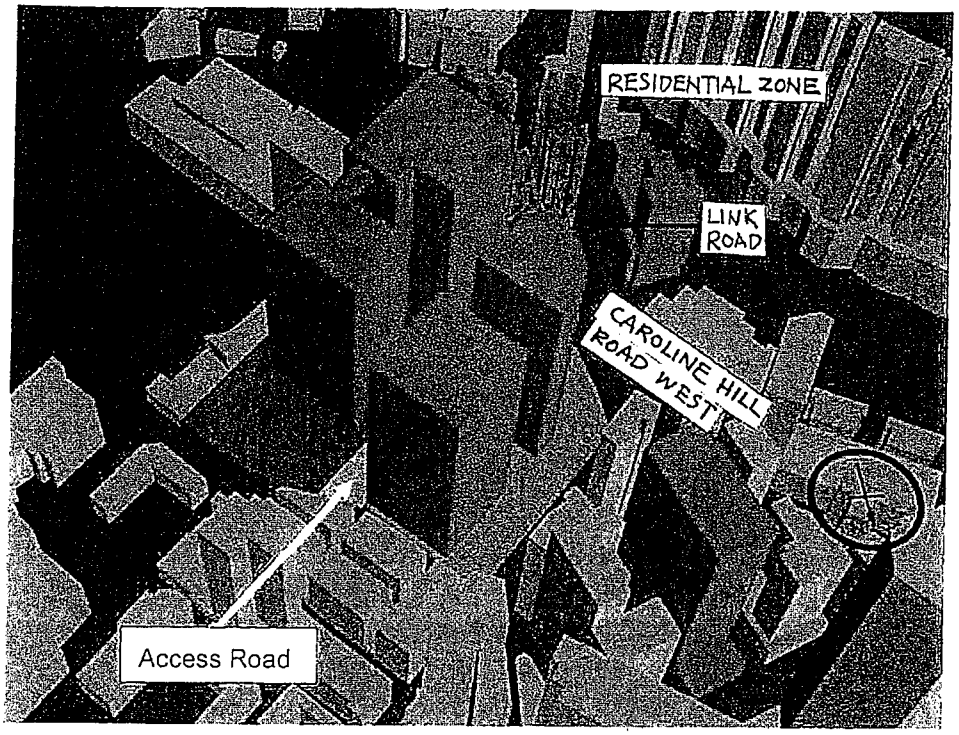


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

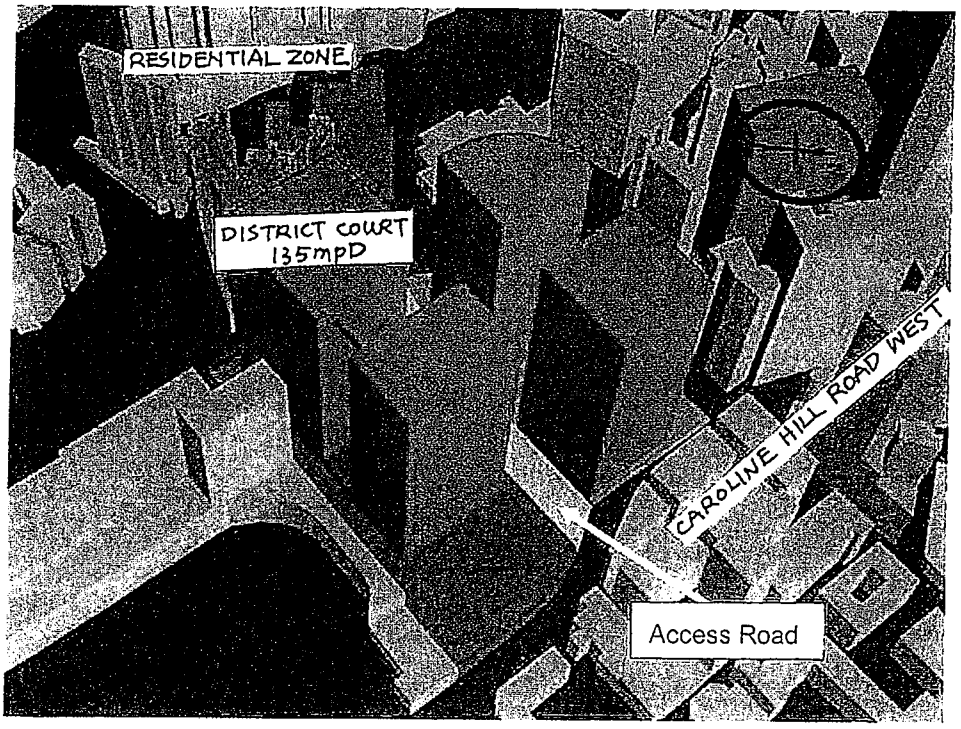


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

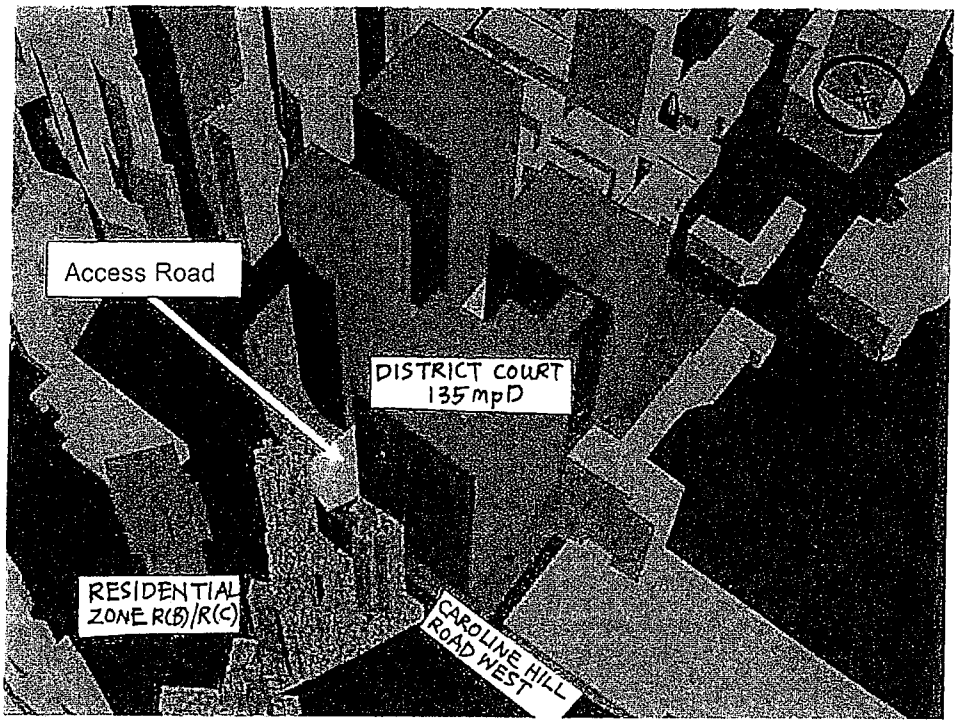


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

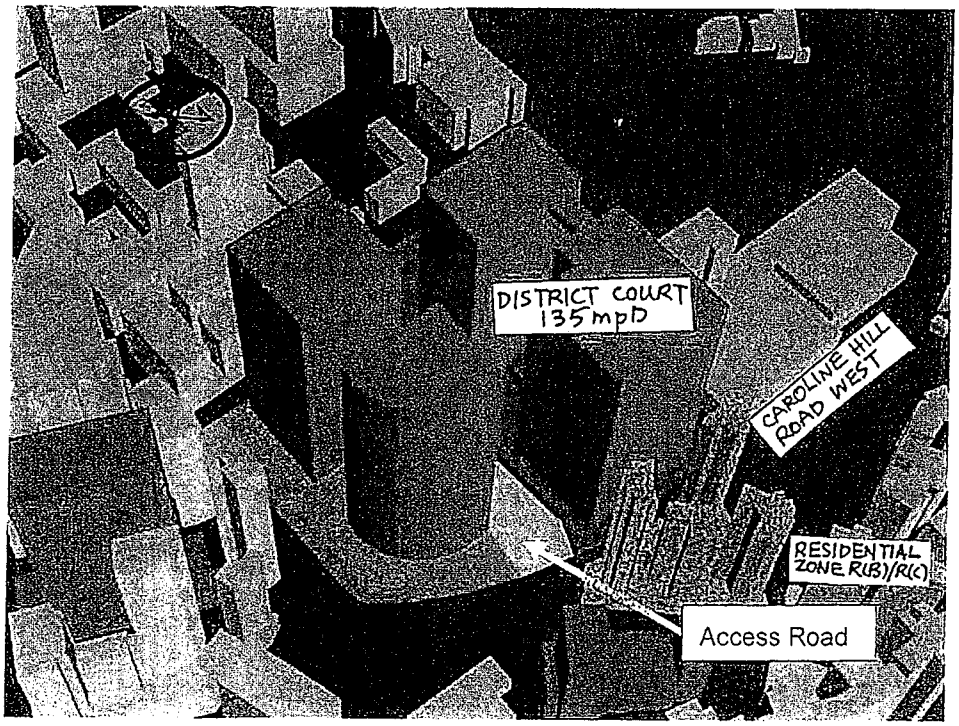
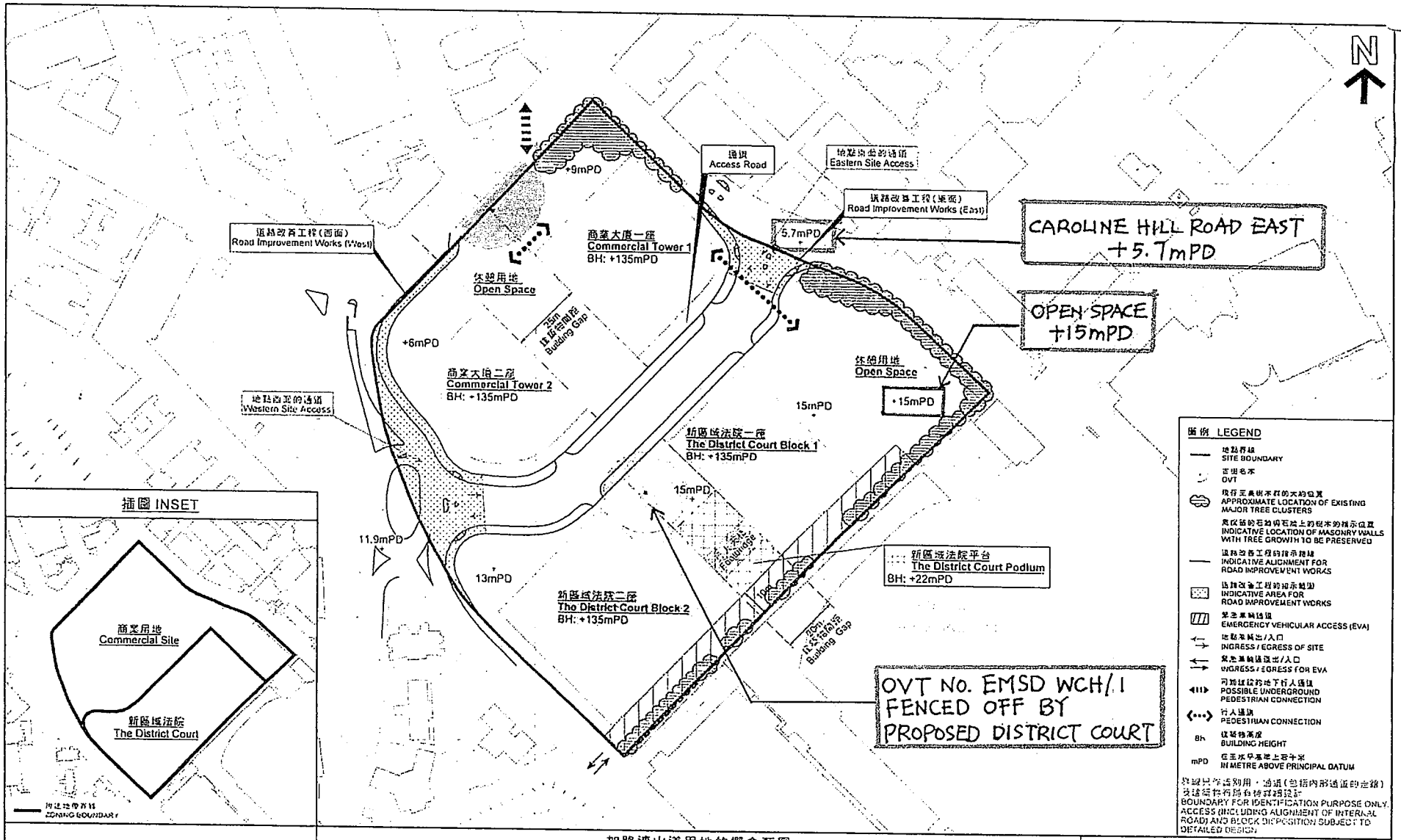


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖經圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
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加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

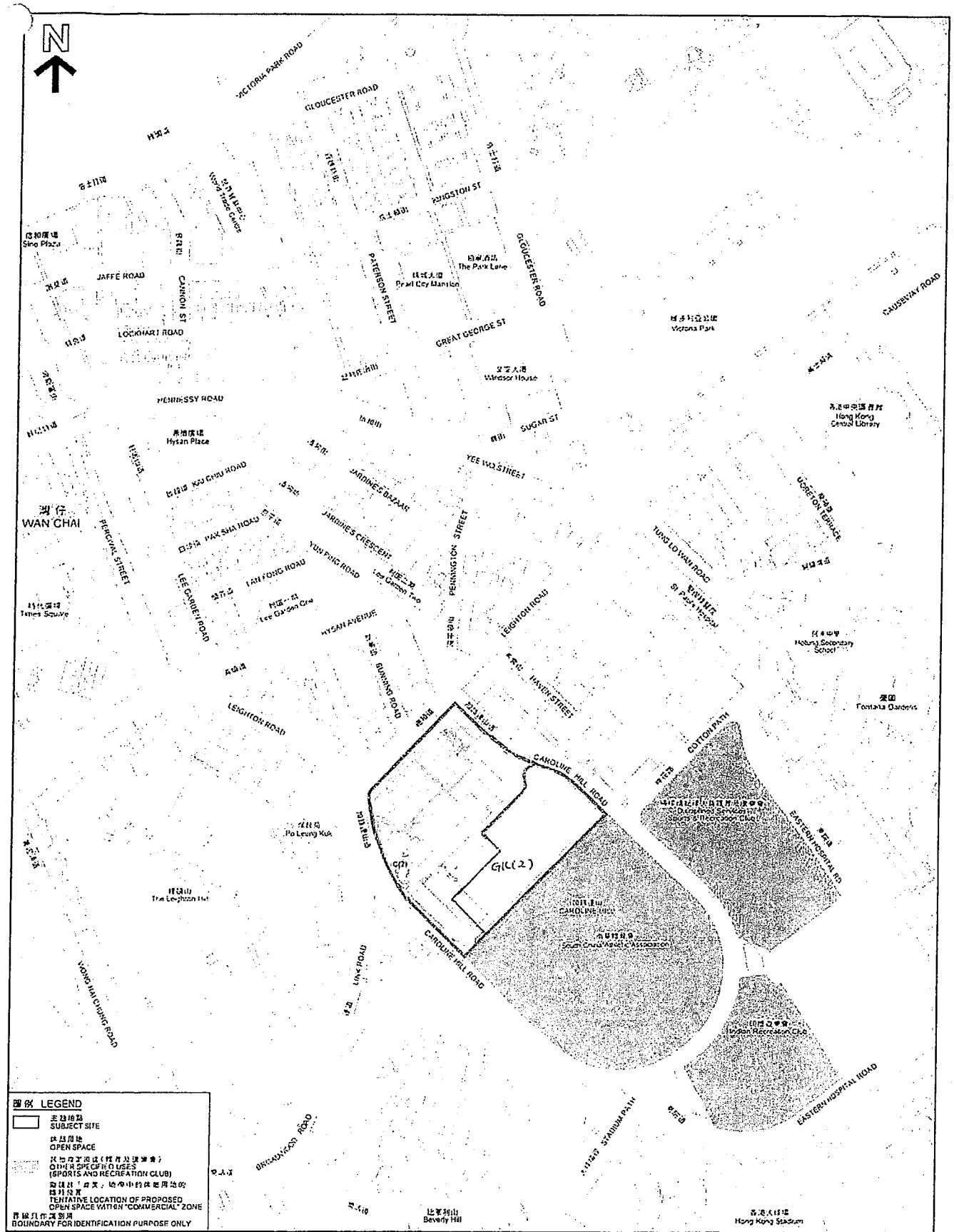
米 METRES 20 0 20 40 60 80 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



圖例 LEGEND

- 主題地點 SUBJECT SITE
- 休憩用地 OPEN SPACE
- 其他指定用途（體育及康樂會） OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- 擬議的「商業」地帶中的休憩用地的臨時位置 TENTATIVE LOCATION OF PROPOSED OPEN SPACE WITHIN "COMMERCIAL" ZONE

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年4月29日製備，所根據的資料為測量圖編號
11-SE-6C、11A及11C和
11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29 4 2019
BASED ON SURVEY SHEETS No
11-SE-6C, 11A & 11C AND
11-SW-10D, 15B & 15D

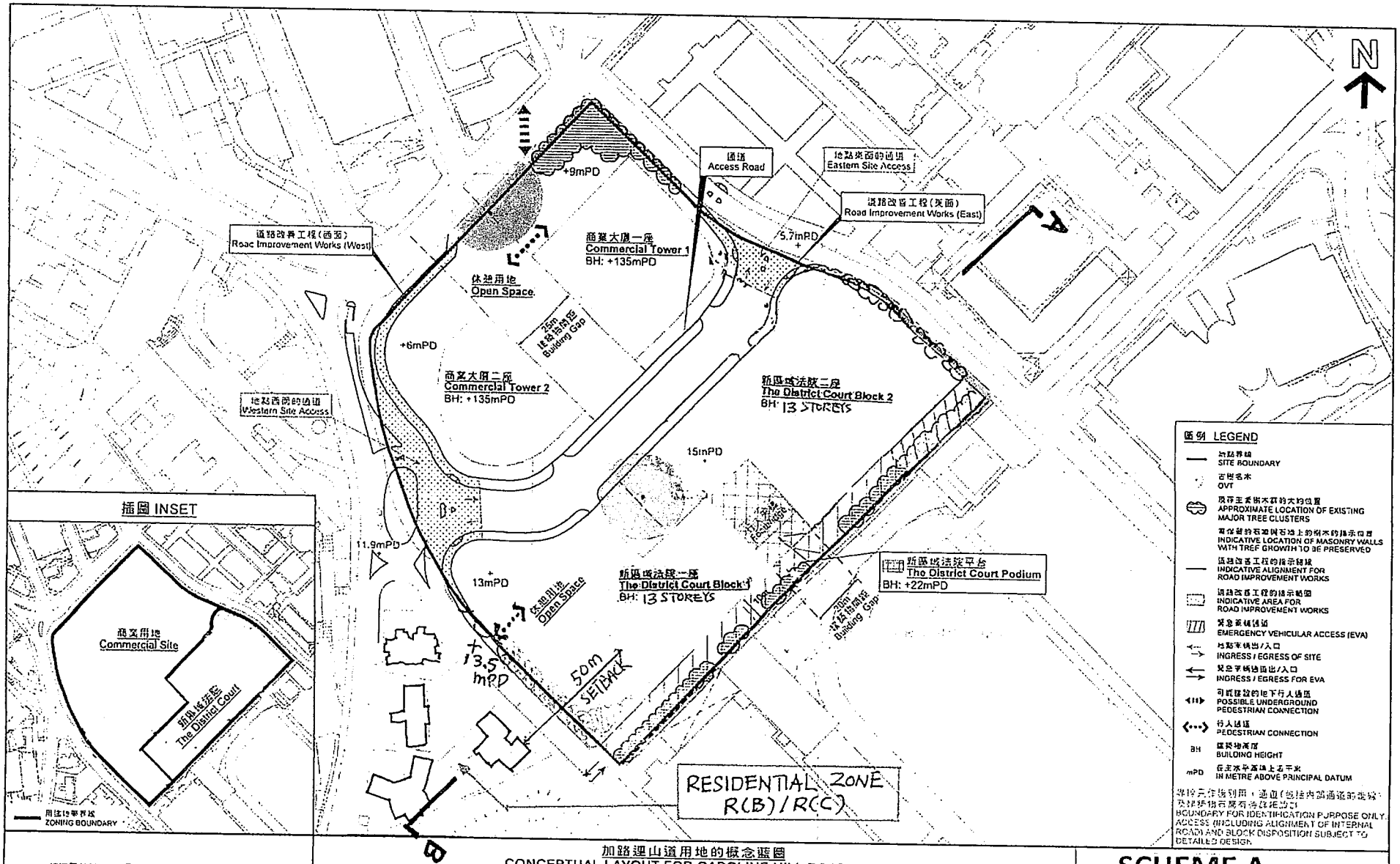
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN No. S/H7/19

SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 150 200 250 米 METRES

Drawing no. CHR-Plan3



本摘錄圖於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

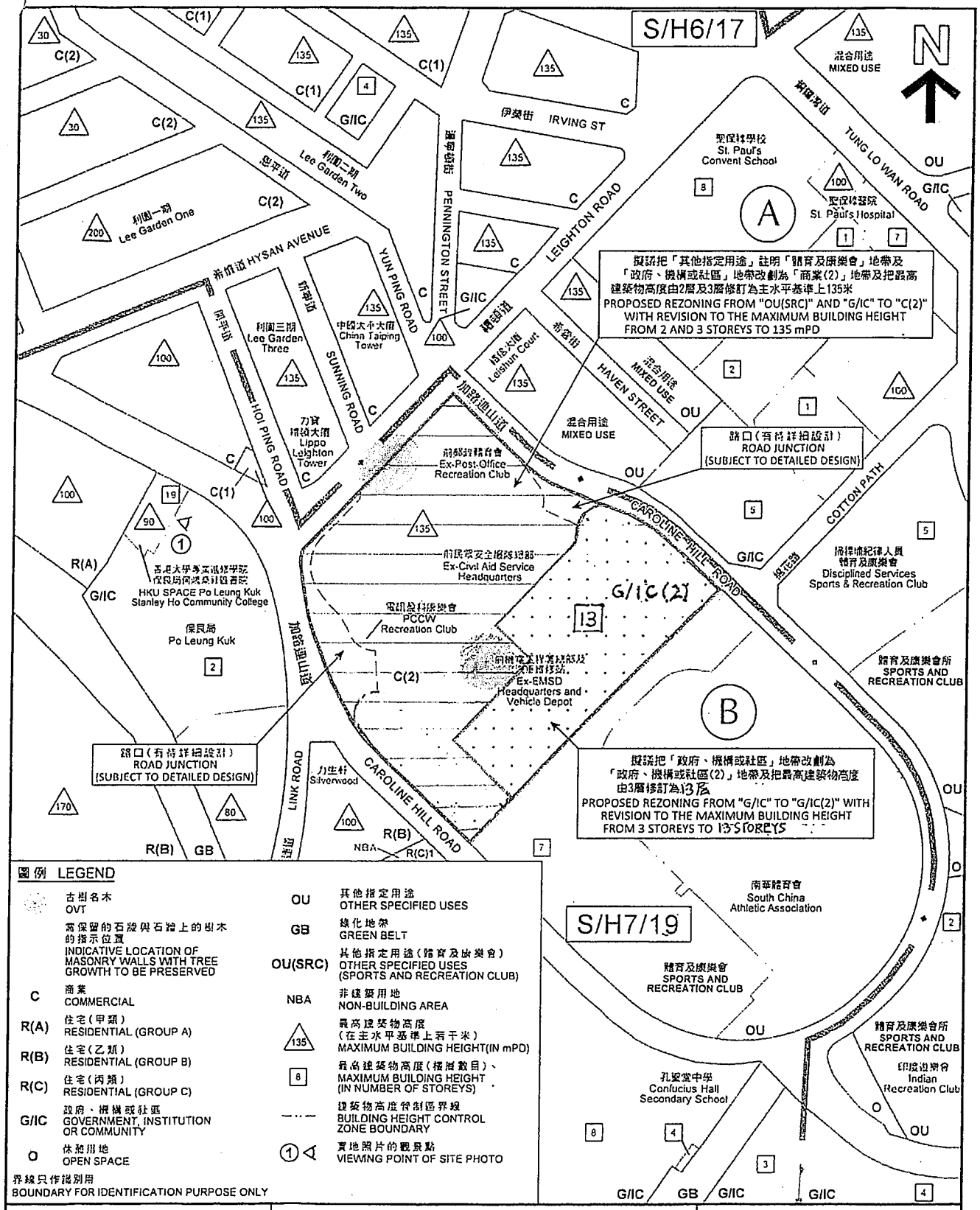
重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200 比例尺

SCHEME A

DRAWING NO.

SchemeA-Plan



本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

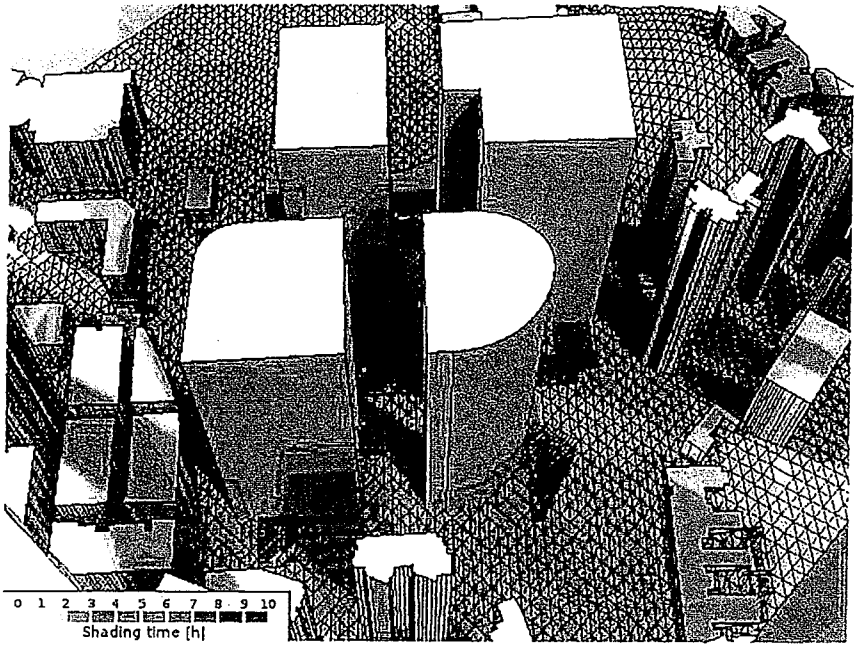
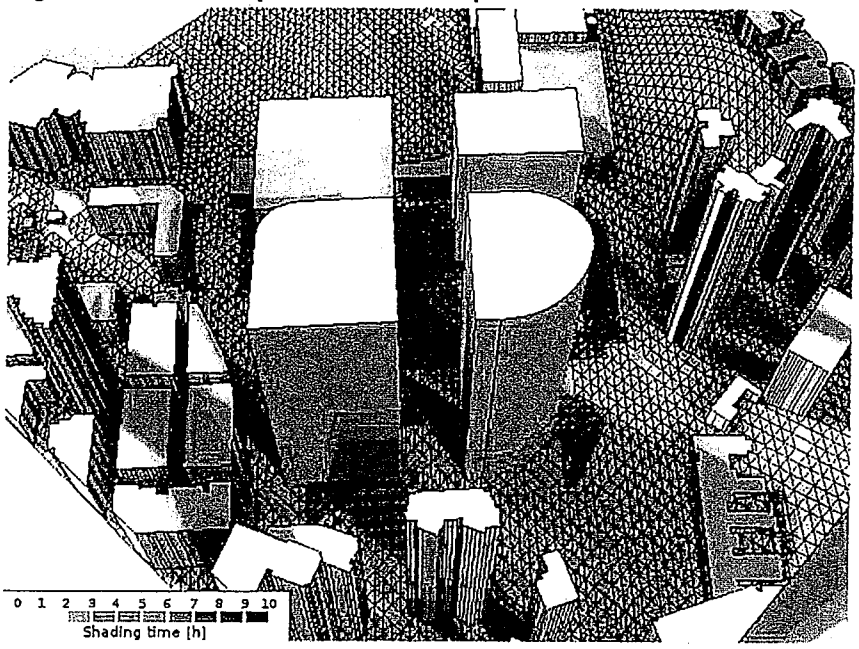


Fig. 8 Shadow analysis based on Proposal A



香港加路連山道 13, 13A , 15 及 15A 號業主立案法團

TPB/R/S/H7/20-18

敬啟者：

本業主立案法團反對城規會於 2019 年 5 月 24 日就（黃泥涌分區計劃大綱草圖 S/17/20）提出申述　反對大綱草圖的修訂項目。

本法團認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的關求亦被漠視。

本法團亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；

希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人：　香港加路連山道 13, 13A, 15 及 15A 號業主立案法團

申述人代表姓名：　Chui Sing Ki

申述人代表身份證號碼：

地址：

819

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on one "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme

negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a

residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A

comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. <u>Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20</u>

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. <u>Proposed amendments to the draft plan</u>

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in a counterproposal.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;
(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set

back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u> and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan***

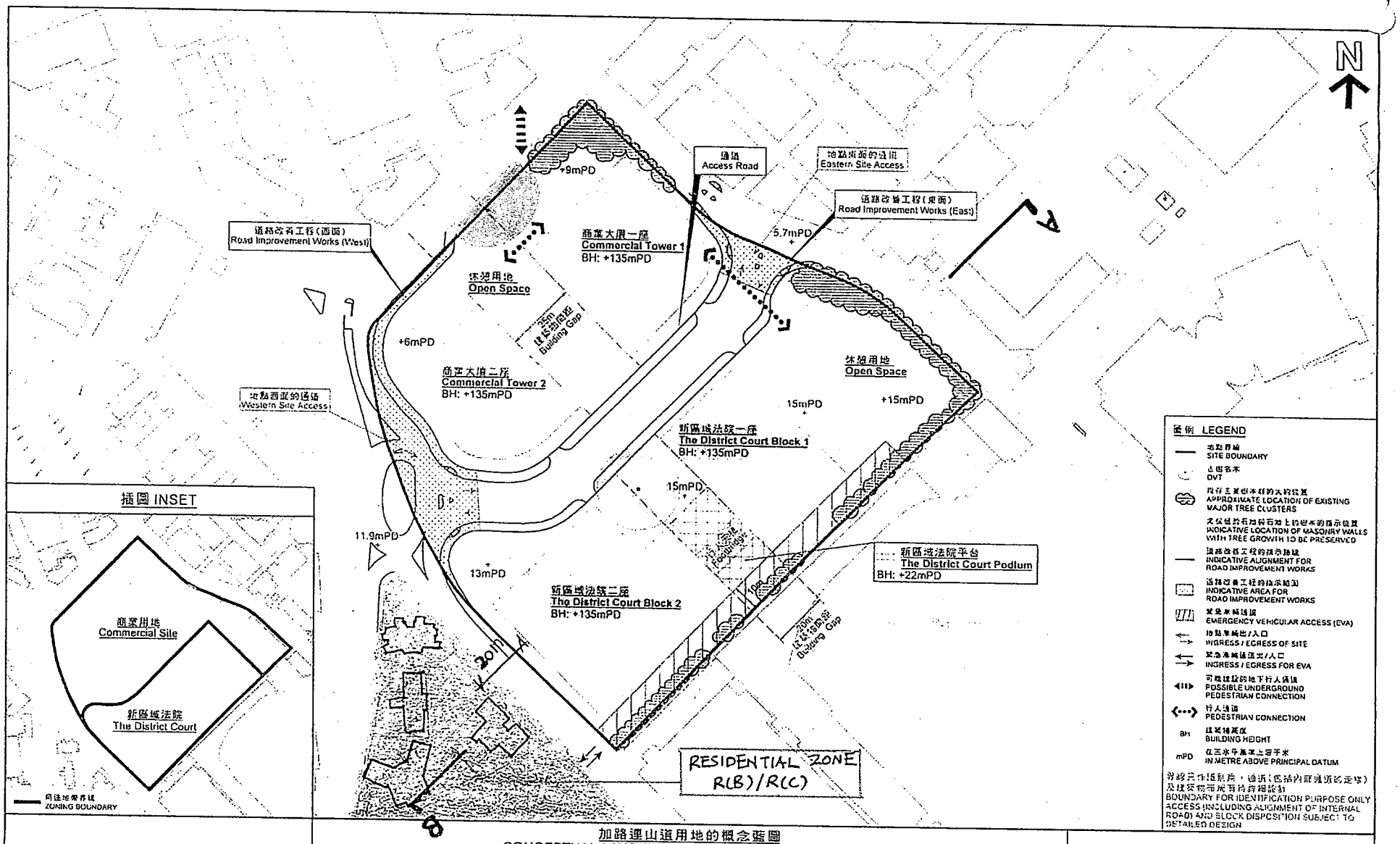
under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A*
   The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...

附件

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本圖乃根據於2019年2月28日測繪，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
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加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

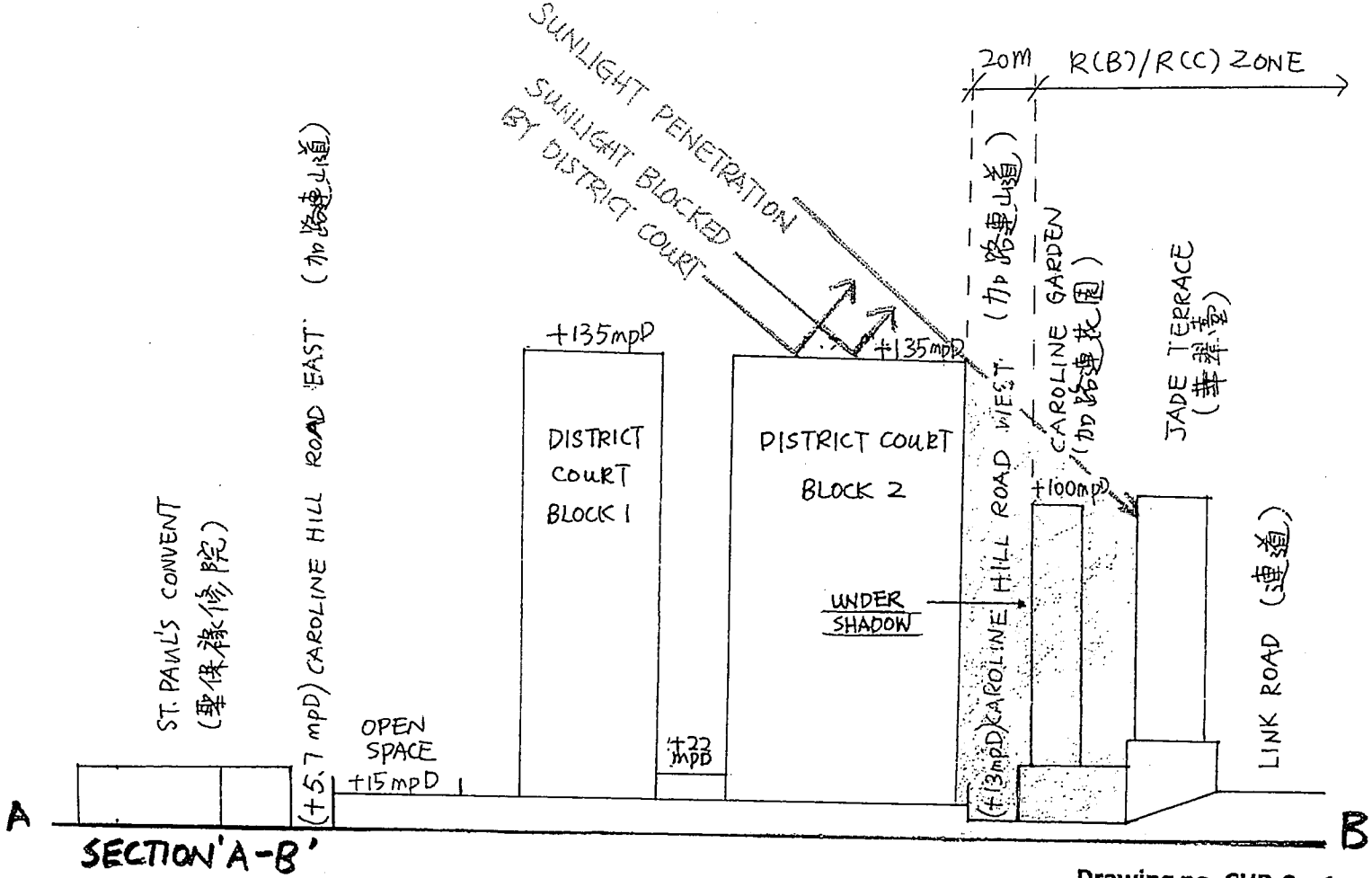
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

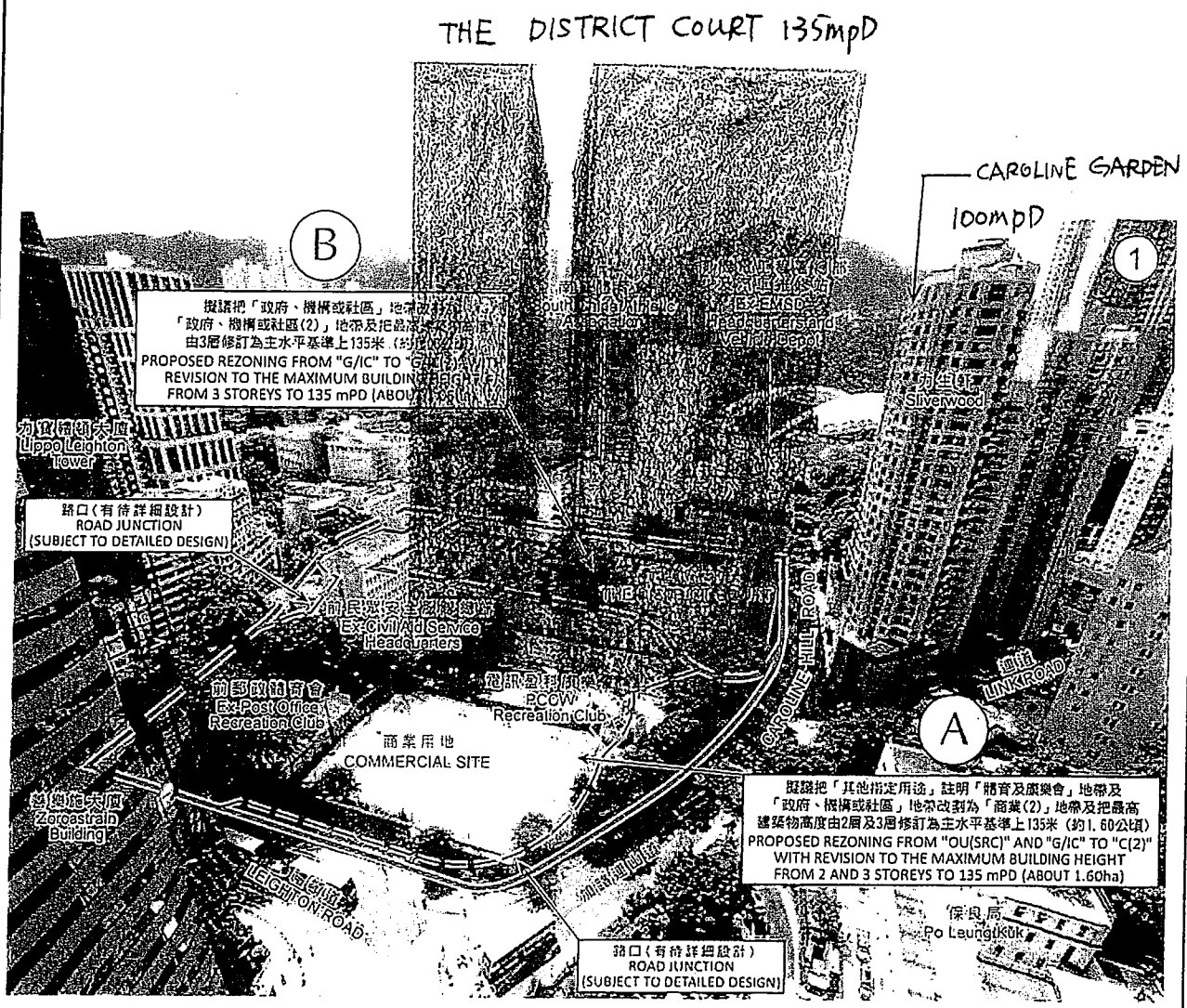
圖 PLAN

Drawing no. CHR-Plan1



SECTION 'A-B'

Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

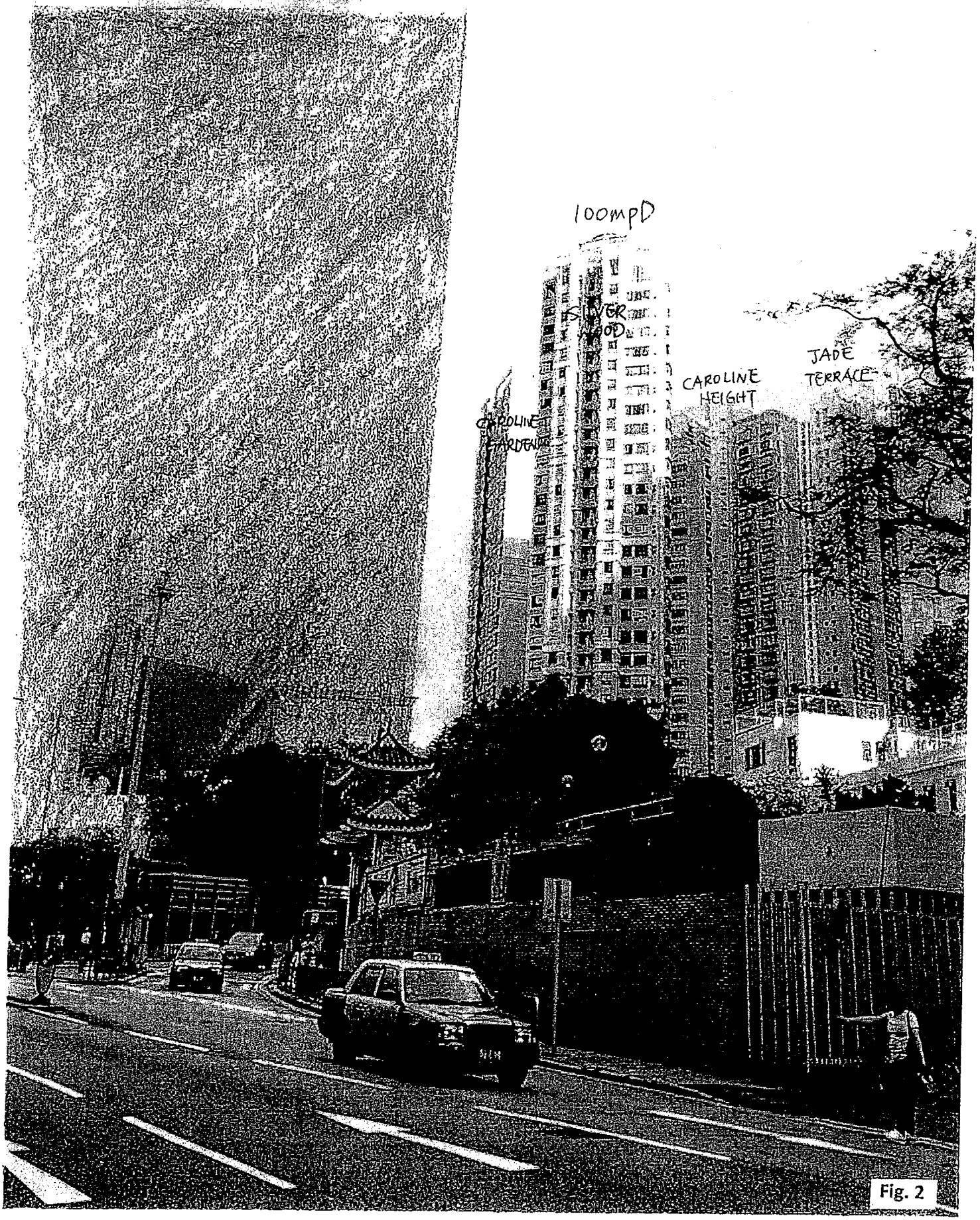

THE DISTRICT COURT 135mpD
100mpD
SILVERWOOD
CAROLINE HEIGHT
JADE TERRACE
CAROLINE GARDEN

Fig. 2

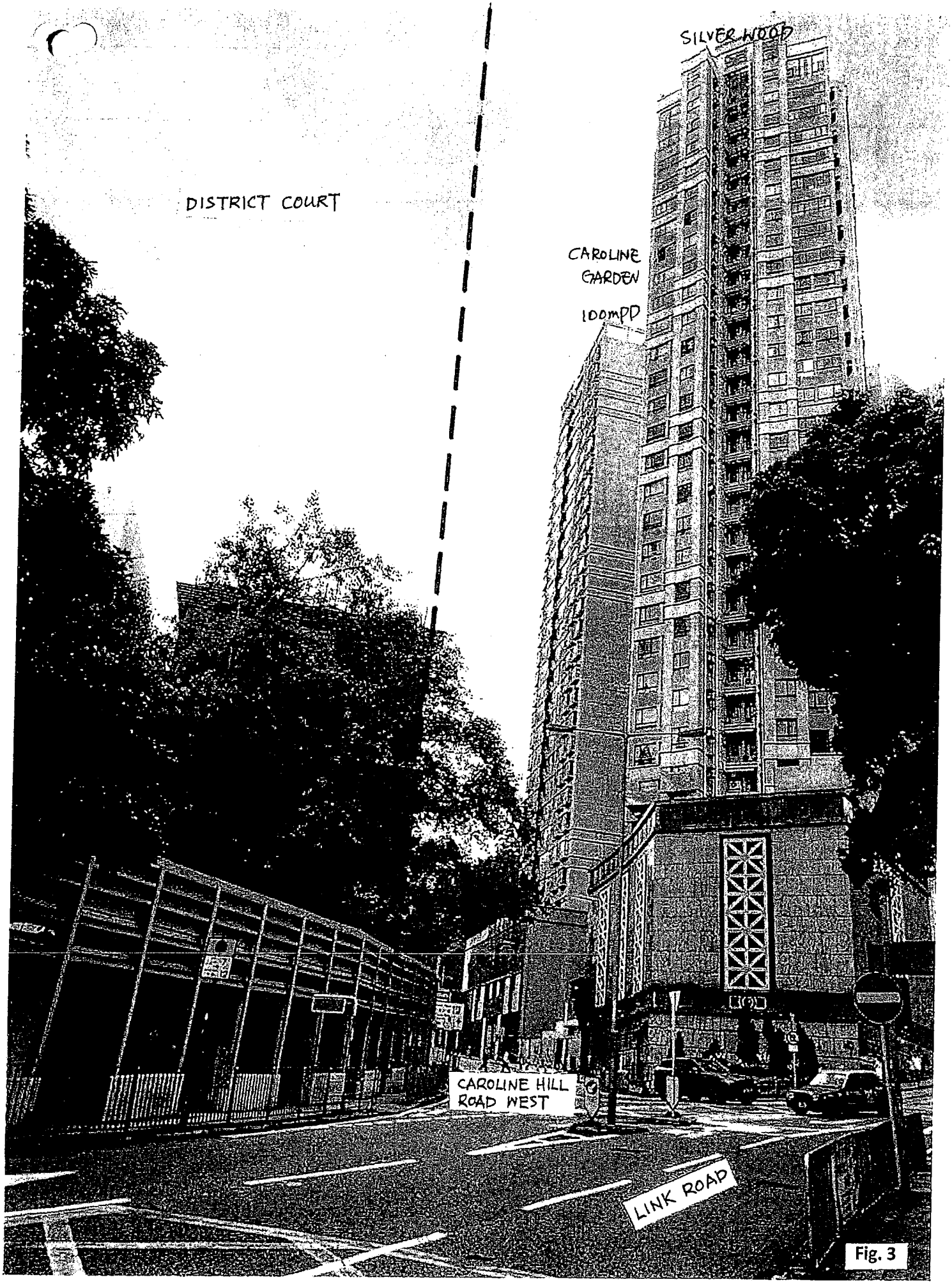

SILVERWOOD
DISTRICT COURT
CAROLINE
GARDEN
100mPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

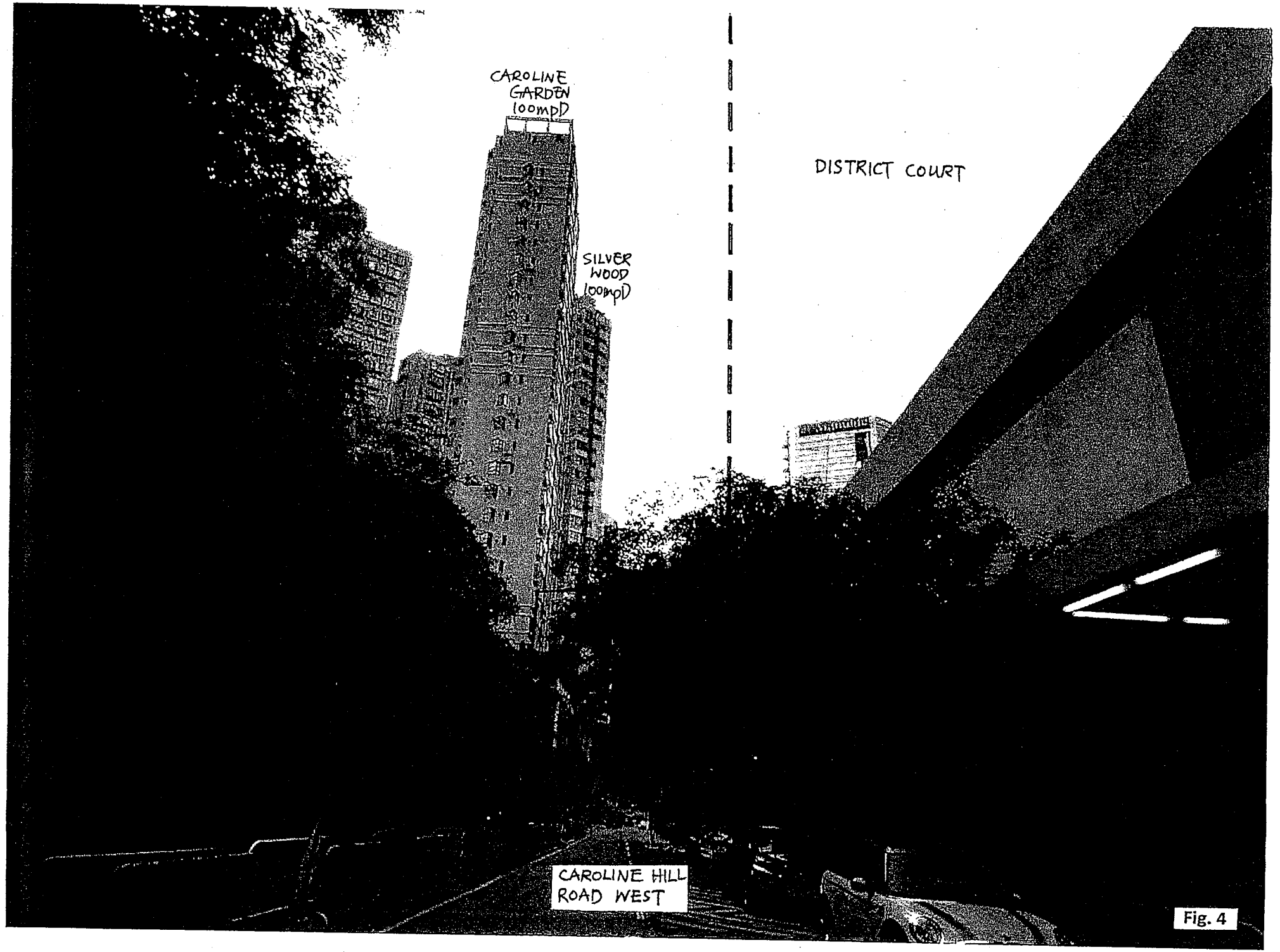

CAROLINE
GARDEN
100mpD
SILVER
WOOD
100mpD
DISTRICT COURT
CAROLINE HILL
ROAD WEST

Fig. 4

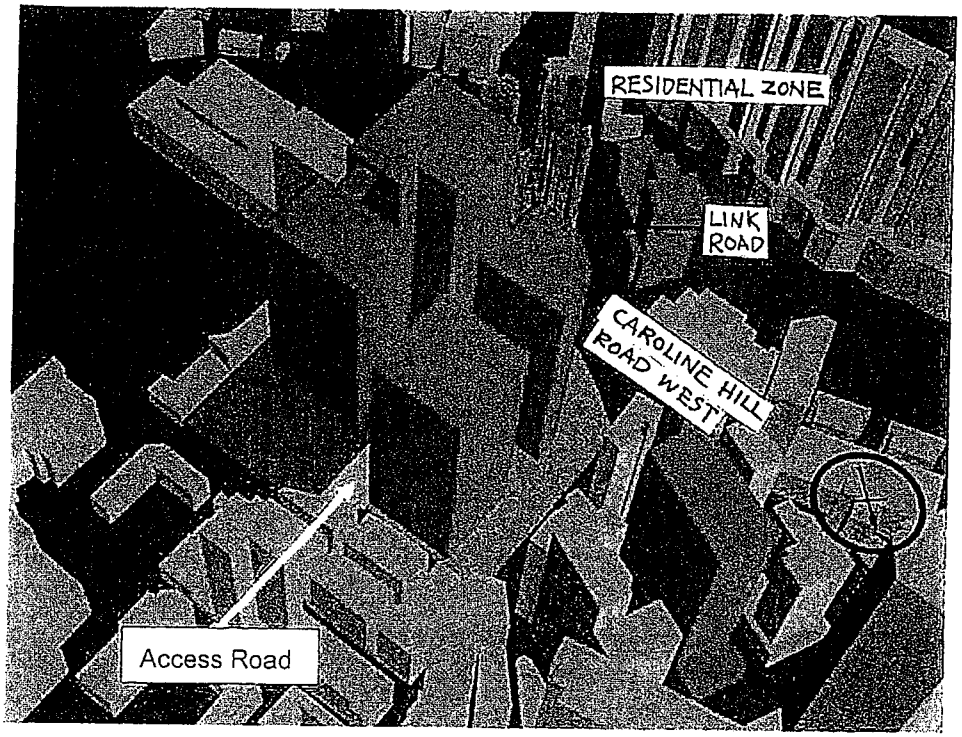


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

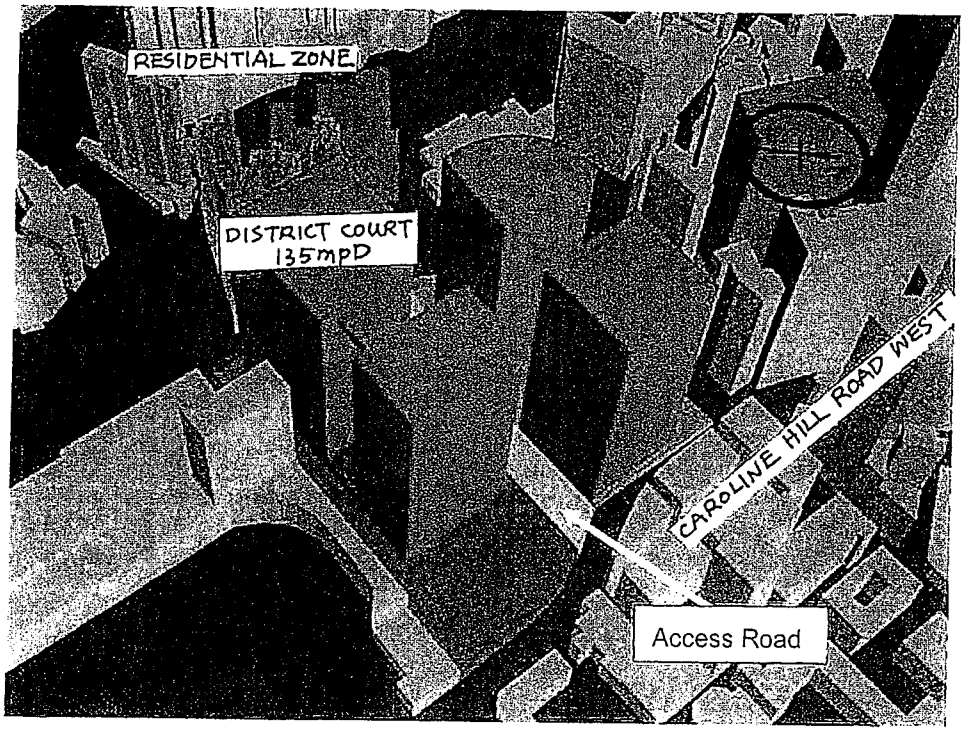


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

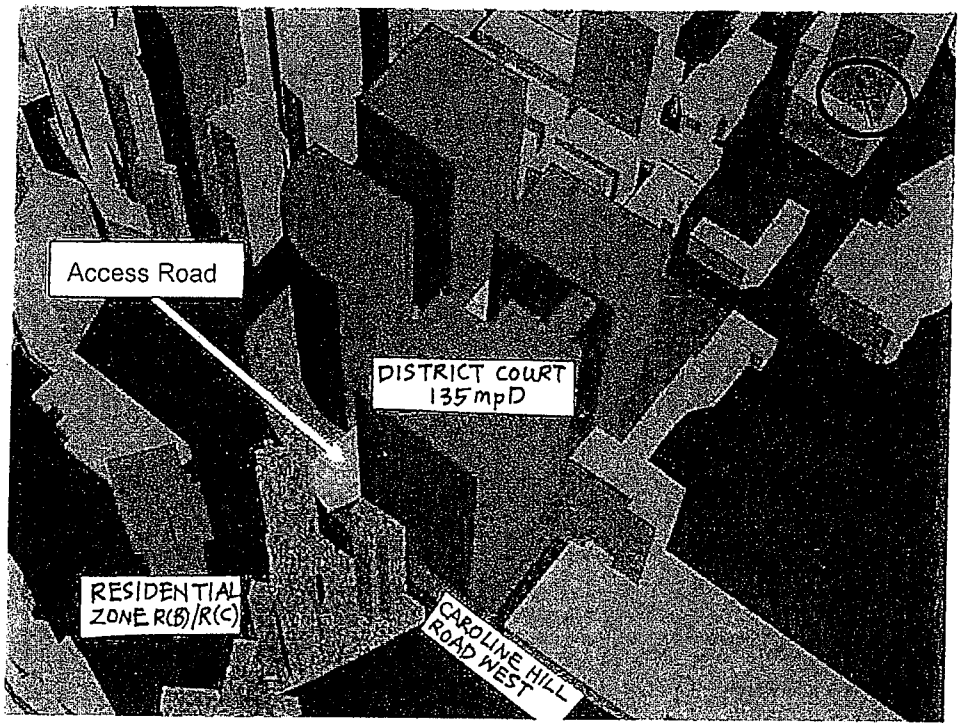


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

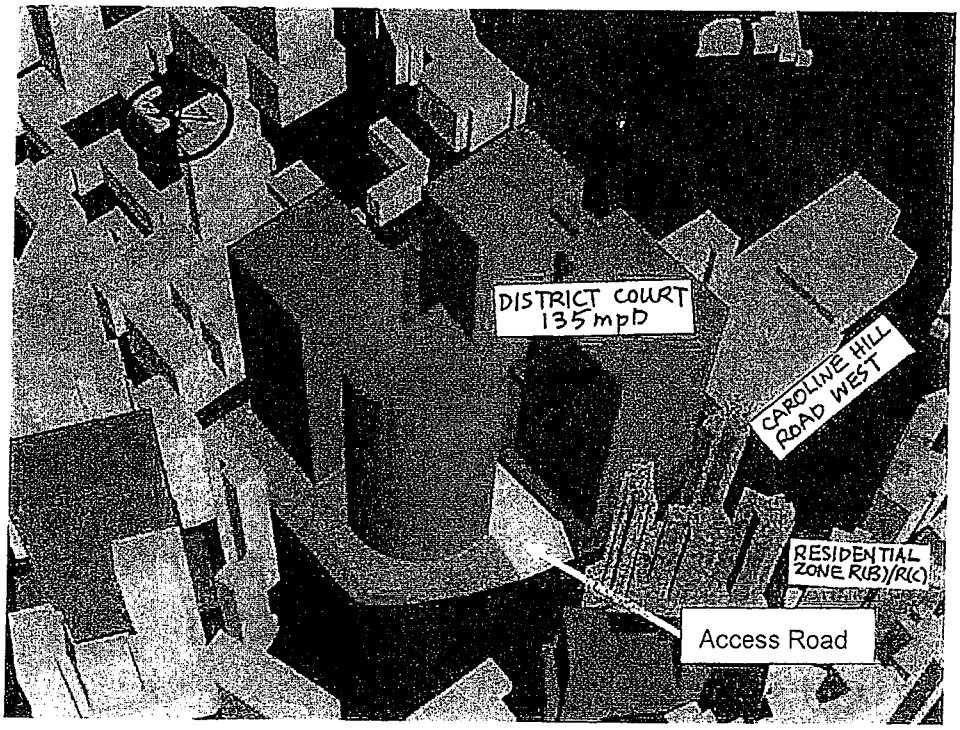
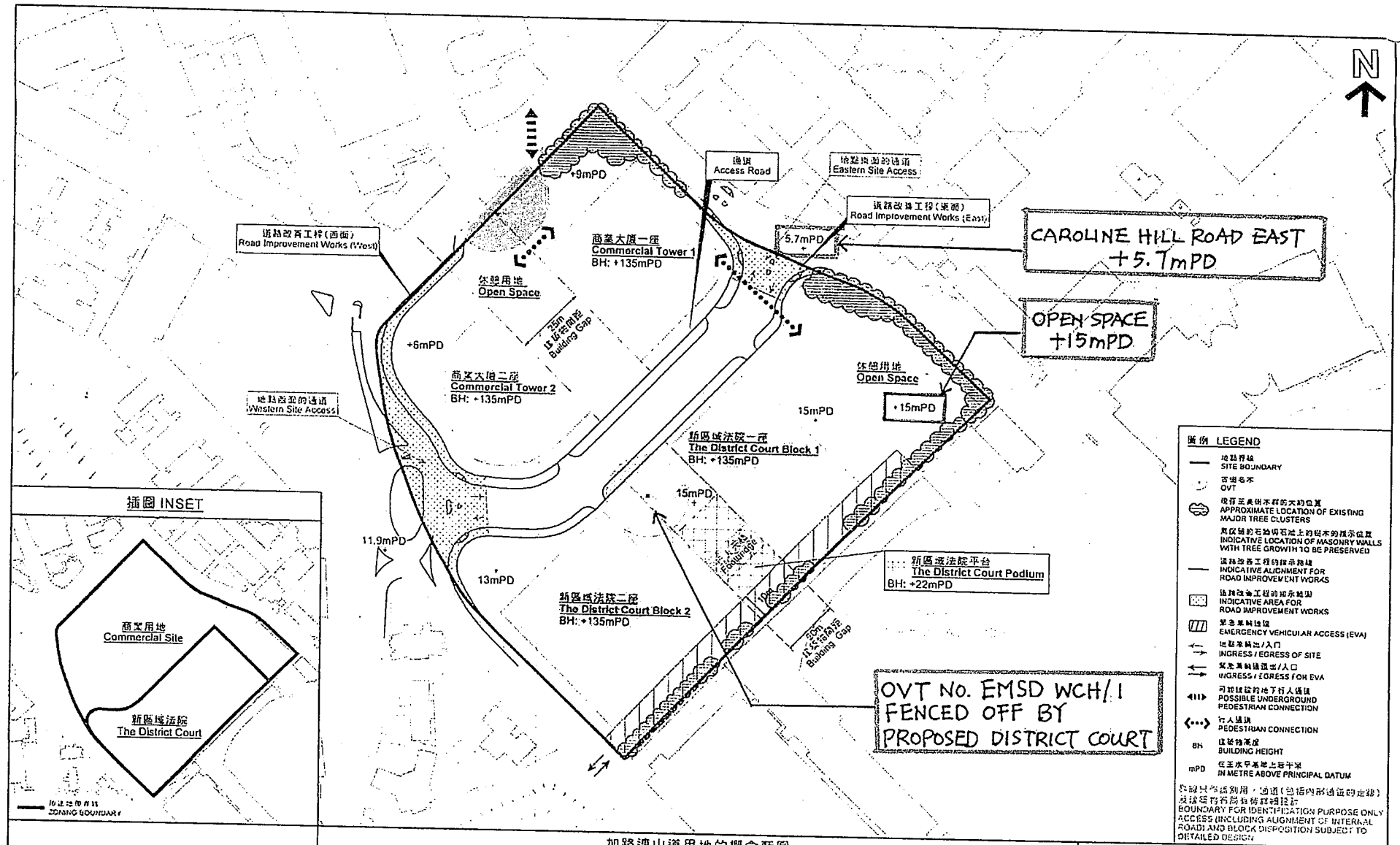


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本規劃圖於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

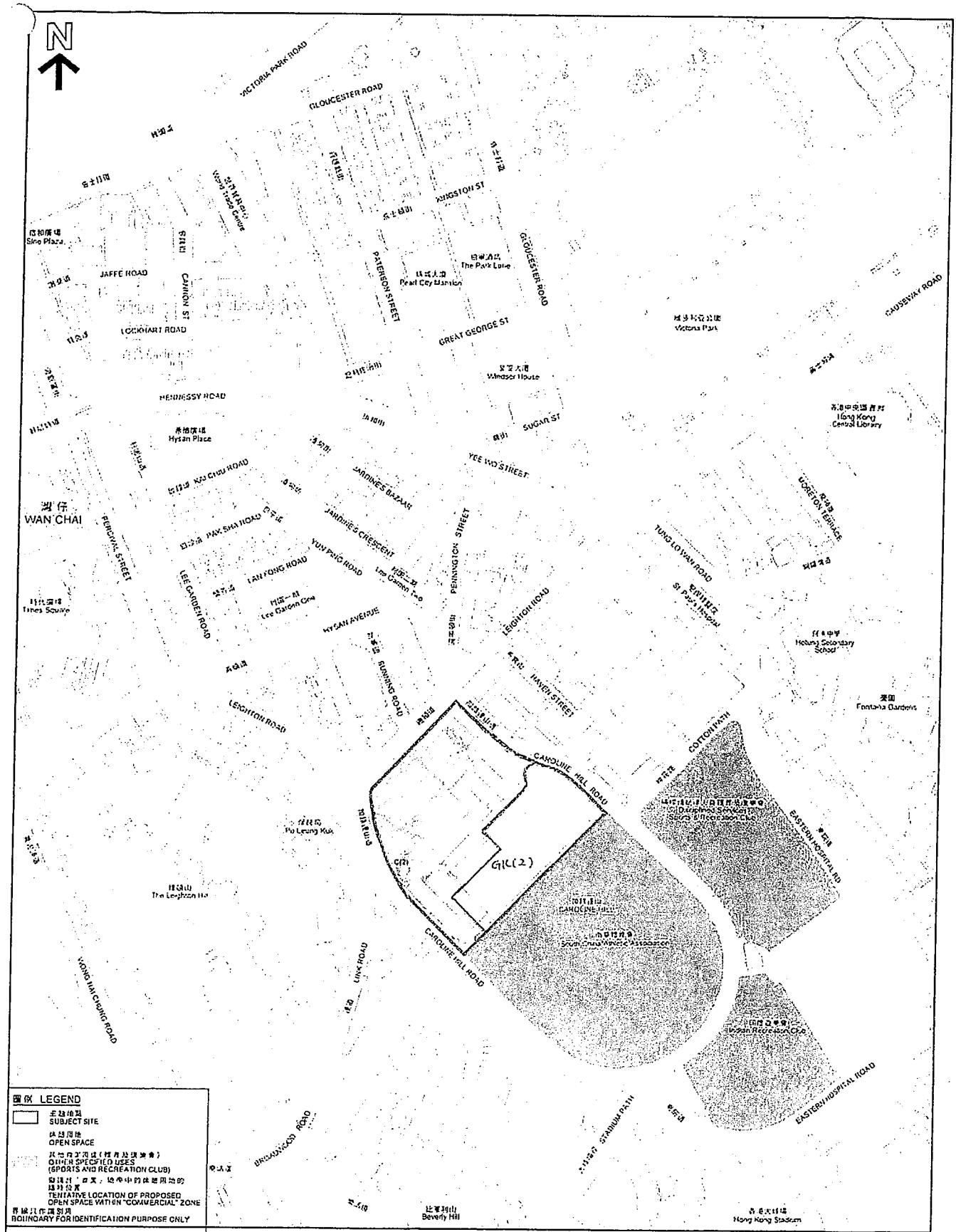
重新發展鋼線灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



圖例 LEGEND

- 主題地點 SUBJECT SITE
- 休憩用地 OPEN SPACE
- 其他指定用途（體育及康樂會） OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- 擬議（即GIL）地帶中的休憩用地的建議位置 TENTATIVE LOCATION OF PROPOSED OPEN SPACE WITHIN "COMMERCIAL" ZONE

界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年4月29日擬備，所根據的資料為測量圖編號
11-SE-6C、11A及11C和
11-SW-10D、15B及15D

EXTRACT PLAN PREPARED ON 29 4 2019
BASED ON SURVEY SHEETS No
11-SE-6C, 11A & 11C AND
11-SW-10D, 15B & 15D

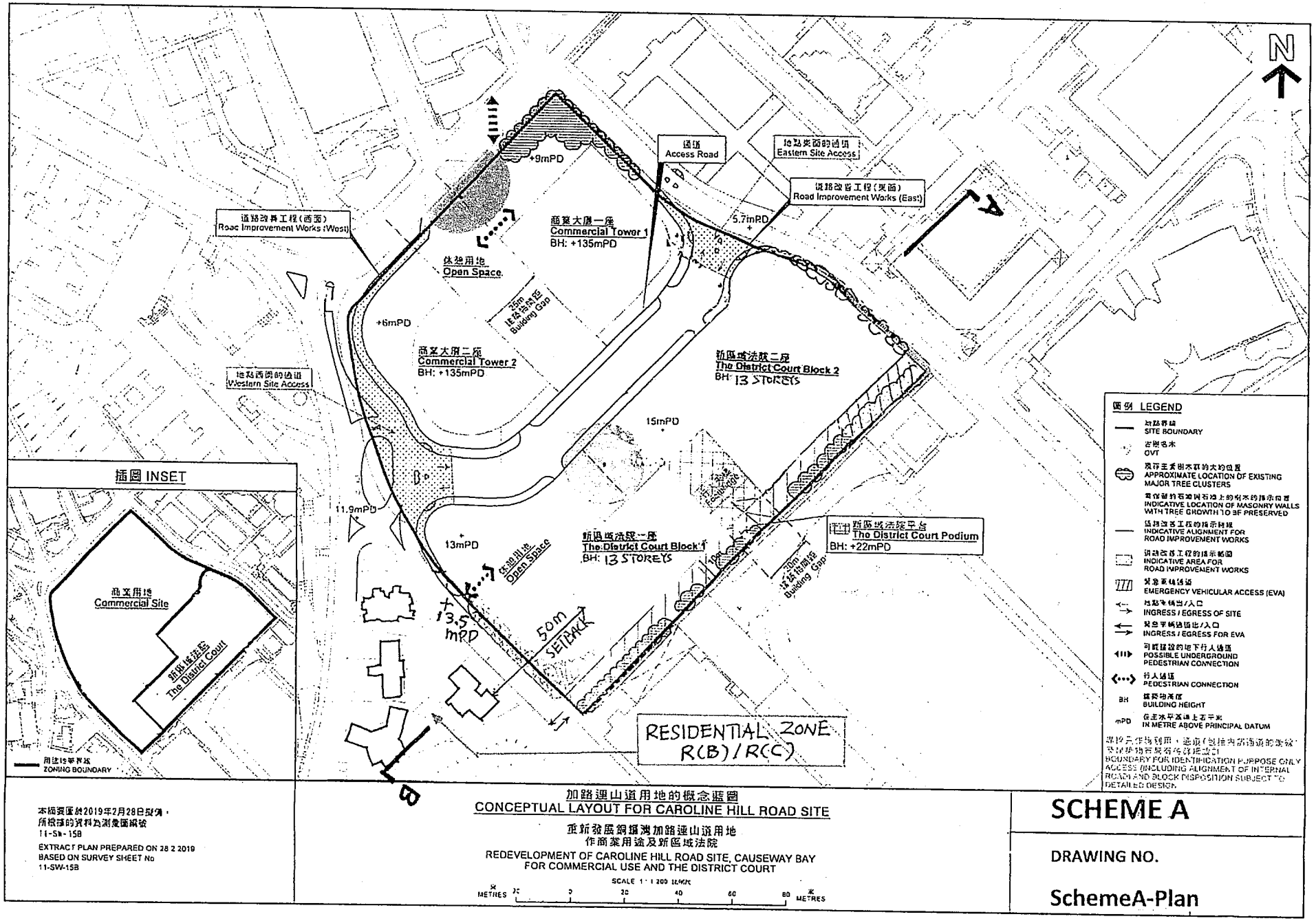
加路連山道用地附近休憩用地的位置圖
LOCATION PLAN SHOWING THE OPEN SPACE IN THE VICINITY OF THE CAROLONE HILL ROAD SITE

黃泥涌分區計劃大綱核准圖編號S/H7/19的擬議修訂項目
PROPOSED AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN No. S/H7/19

SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 150 200 250 米 METRES

Drawing no. CHR-Plan3



本圖製圖於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

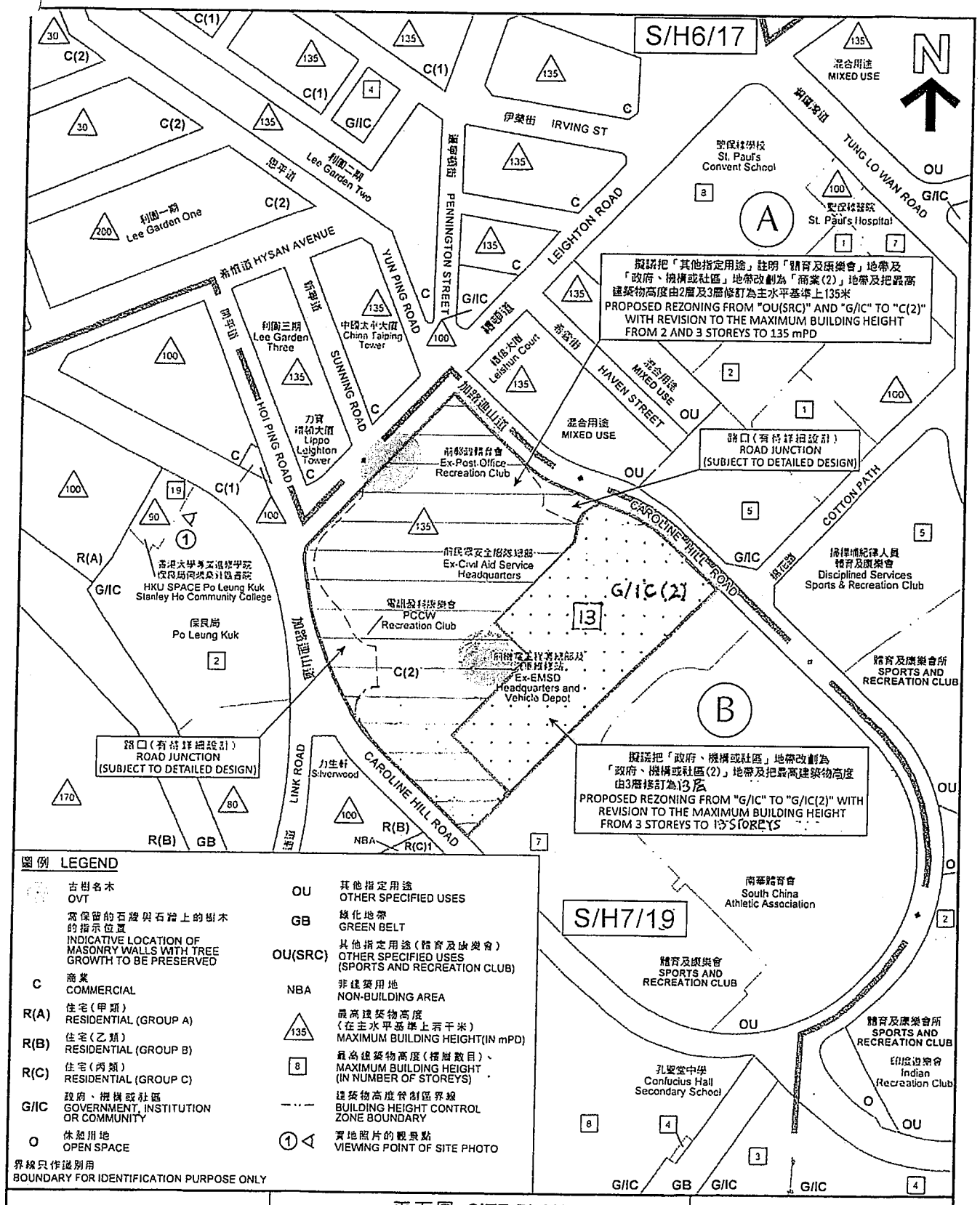
重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1 200

SCHEME A

DRAWING NO.

SchemeA-Plan



圖例 LEGEND

	古樹名木 OVT	OU	其他指定用途 OTHER SPECIFIED USES
	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB	綠化地帶 GREEN BELT
C	商業 COMMERCIAL	OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	NBA	非建築用地 NON-BUILDING AREA
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)	8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY		建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
O	休憩用地 OPEN SPACE	①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME A

DRAWING NO.

SchemeA-OZP

Fig. 7 Shadow analysis based on Planning Department's proposal

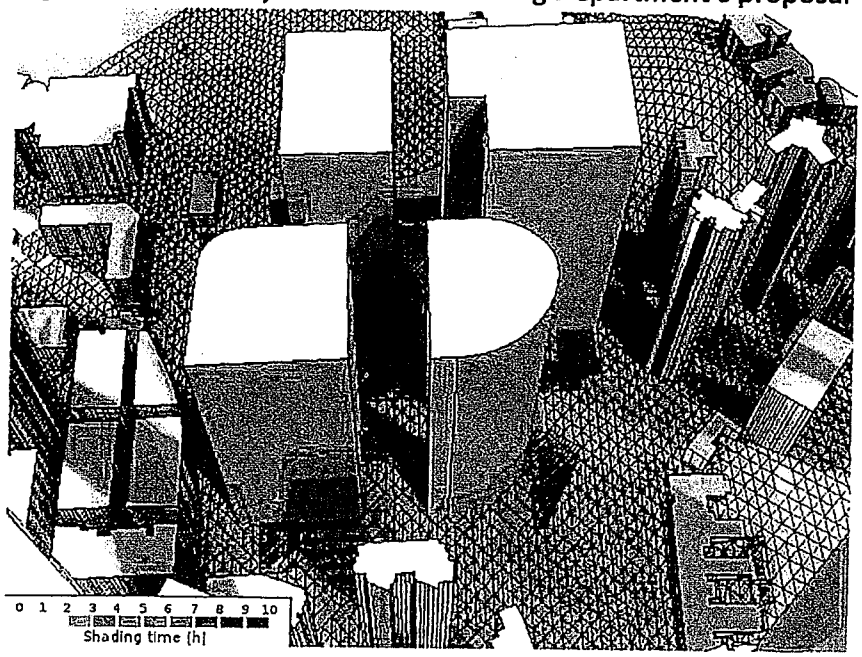
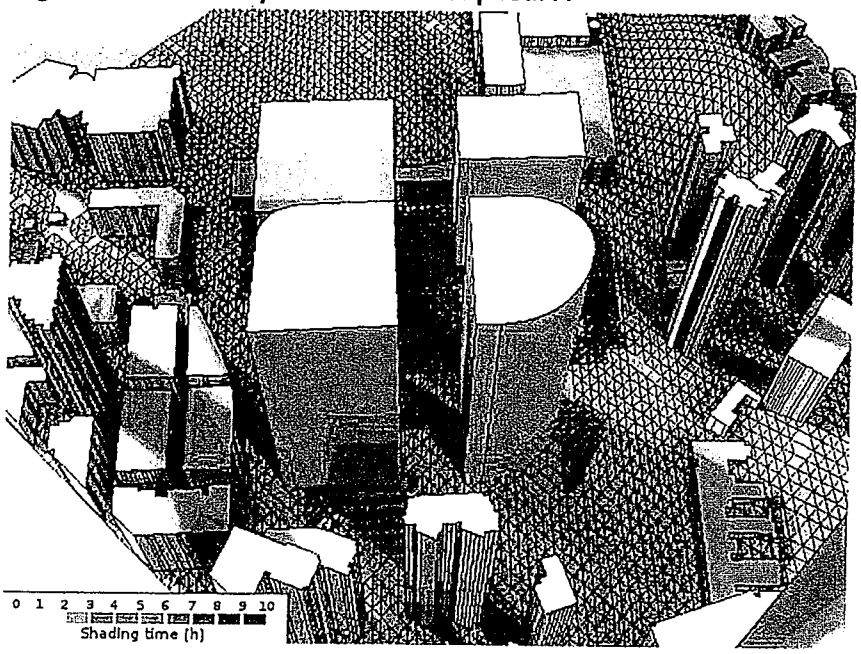


Fig. 8 Shadow analysis based on Proposal A



22nd July, 2019

TPB/R/S/H7/20-19

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee



We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. **Justification of a new access road across the site**

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 $feet^2$ commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: Yu Kit Wai

Name: Yu KIT WAI DAVID

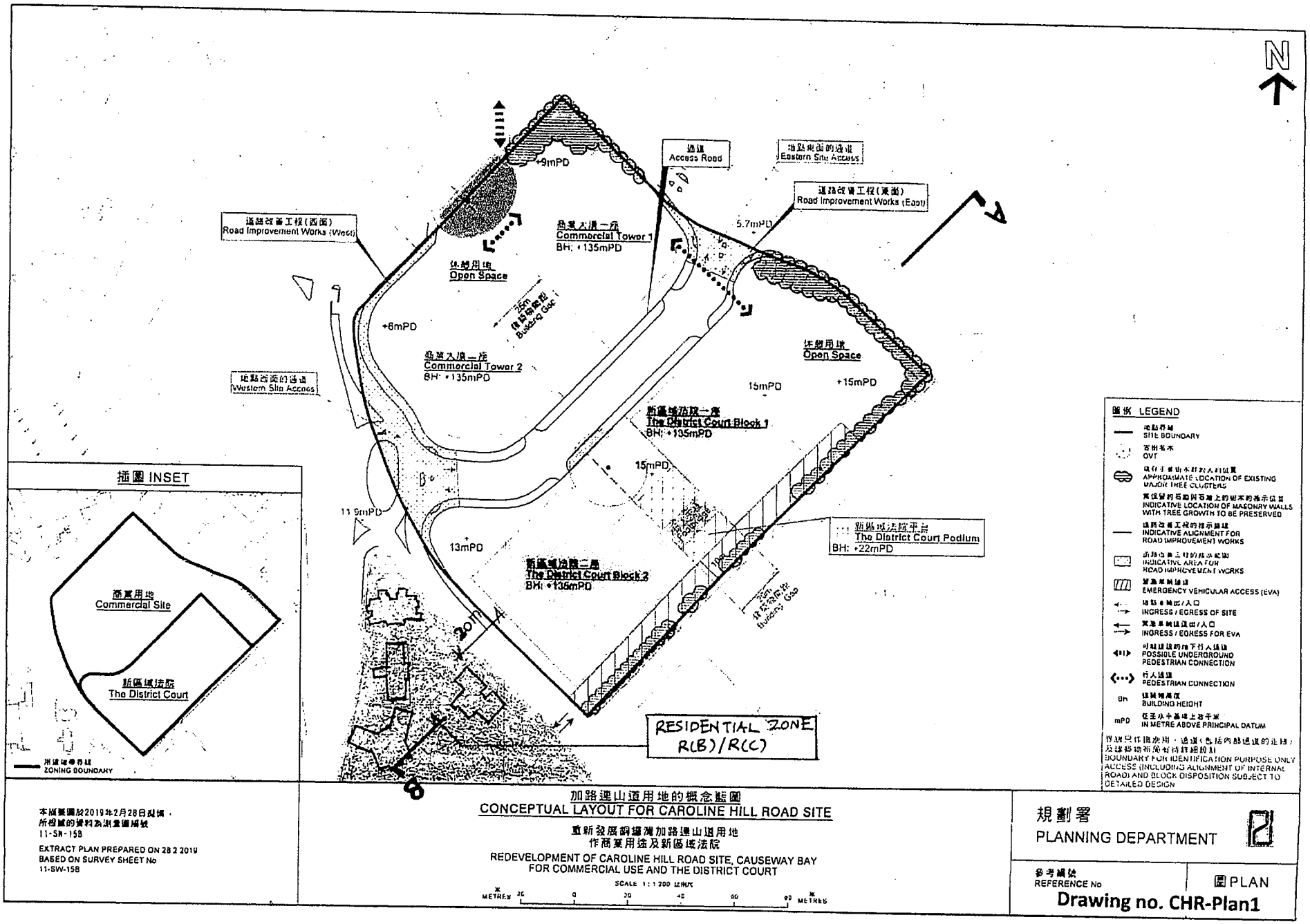
Name of Estate: Tai Hang Terrace

Position: Chairman

Email: [redacted]

Date: 18 - 7 - 2019

HKID : [redacted]



本圖於2019年2月28日製備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

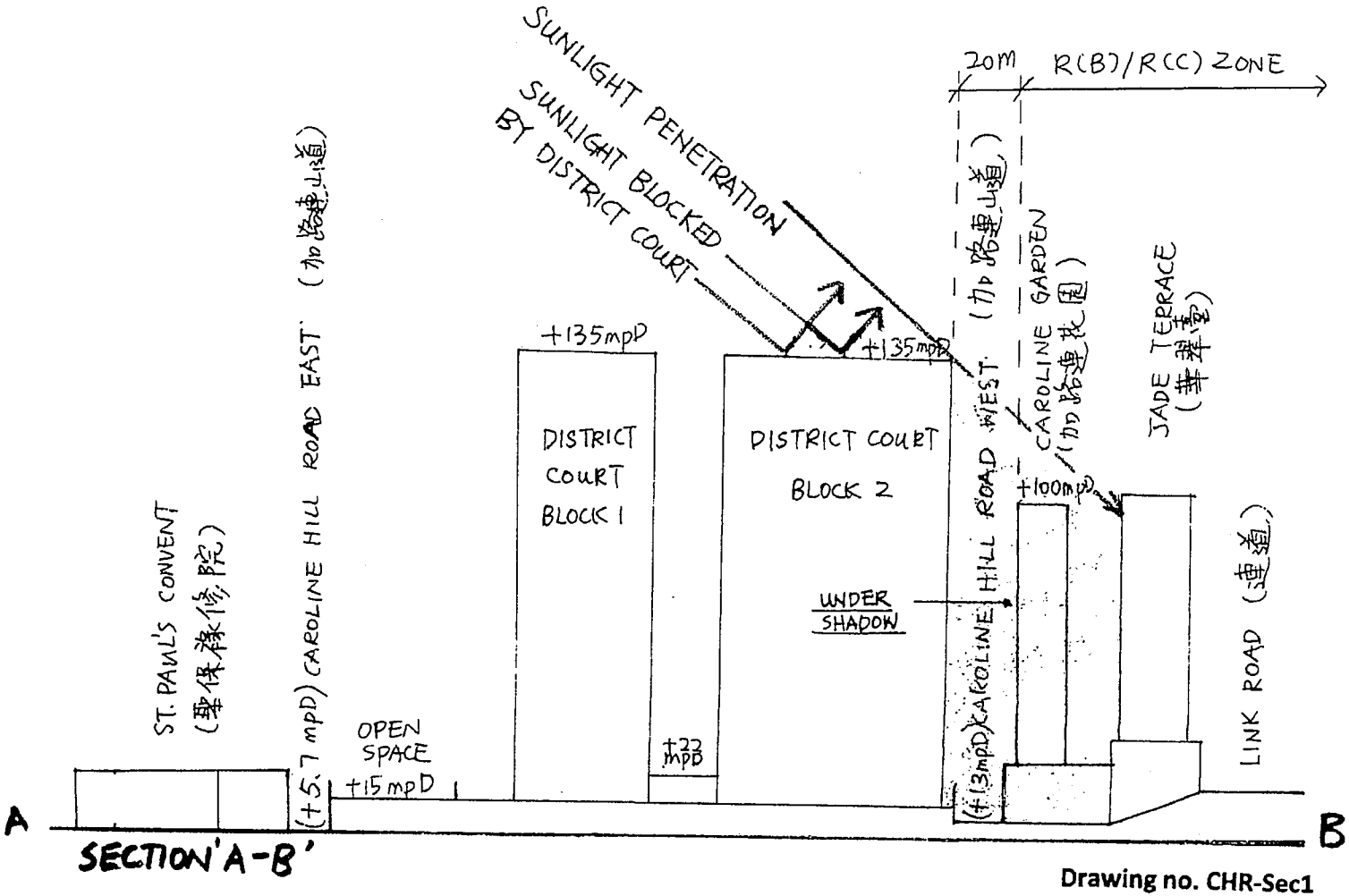
SCALE 1:1200 比例尺

規劃署
PLANNING DEPARTMENT

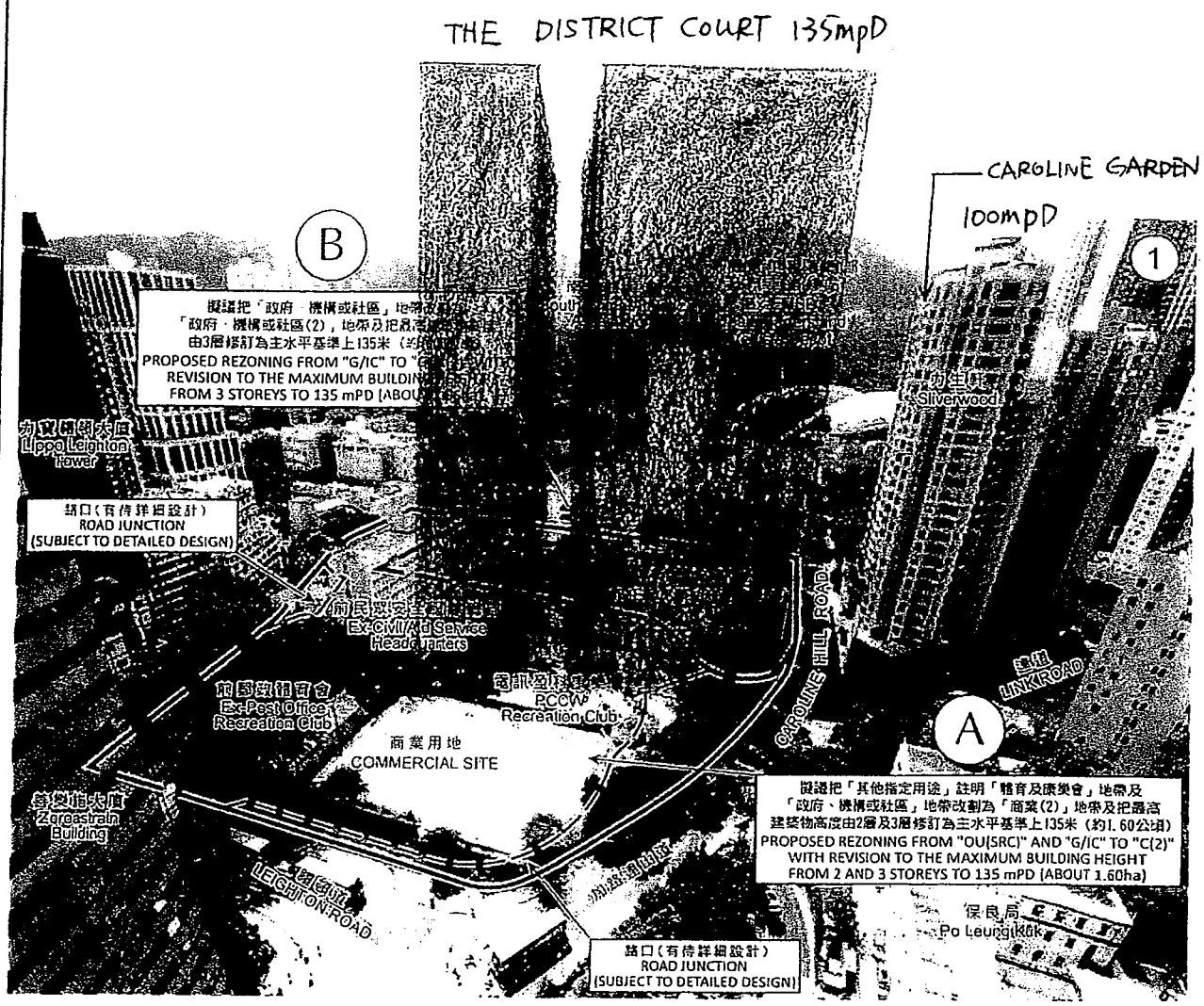
參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片
PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16 5 2018

實地照片 SITE PHOTO

重新發展鯉魚灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

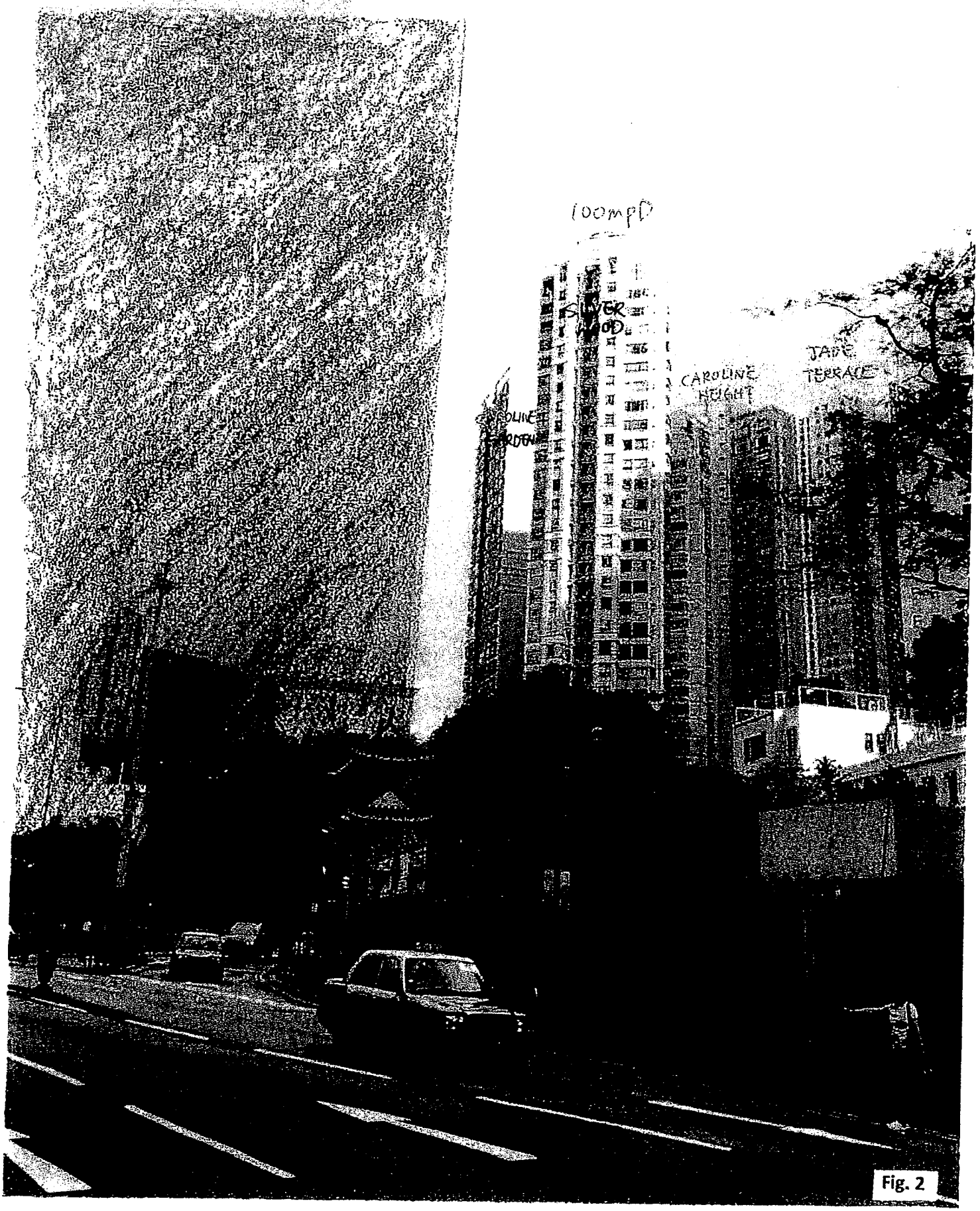

THE DISTRICT COURT 135mpl
100mpl
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

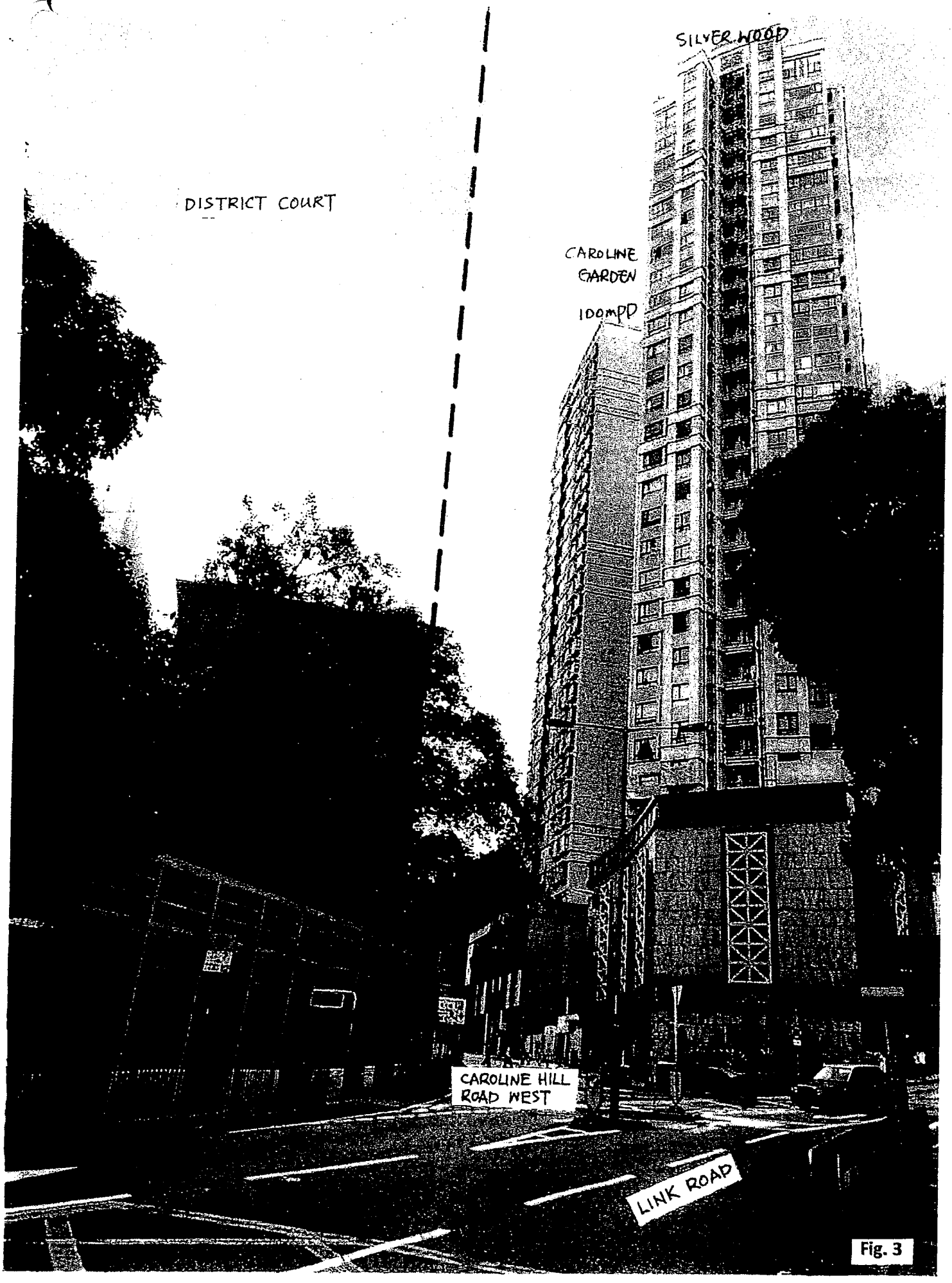

SILVER WOOD
DISTRICT COURT
CAROLINE GARDEN
100mPD
CAROLINE HILL ROAD WEST
LINK ROAD

Fig. 3

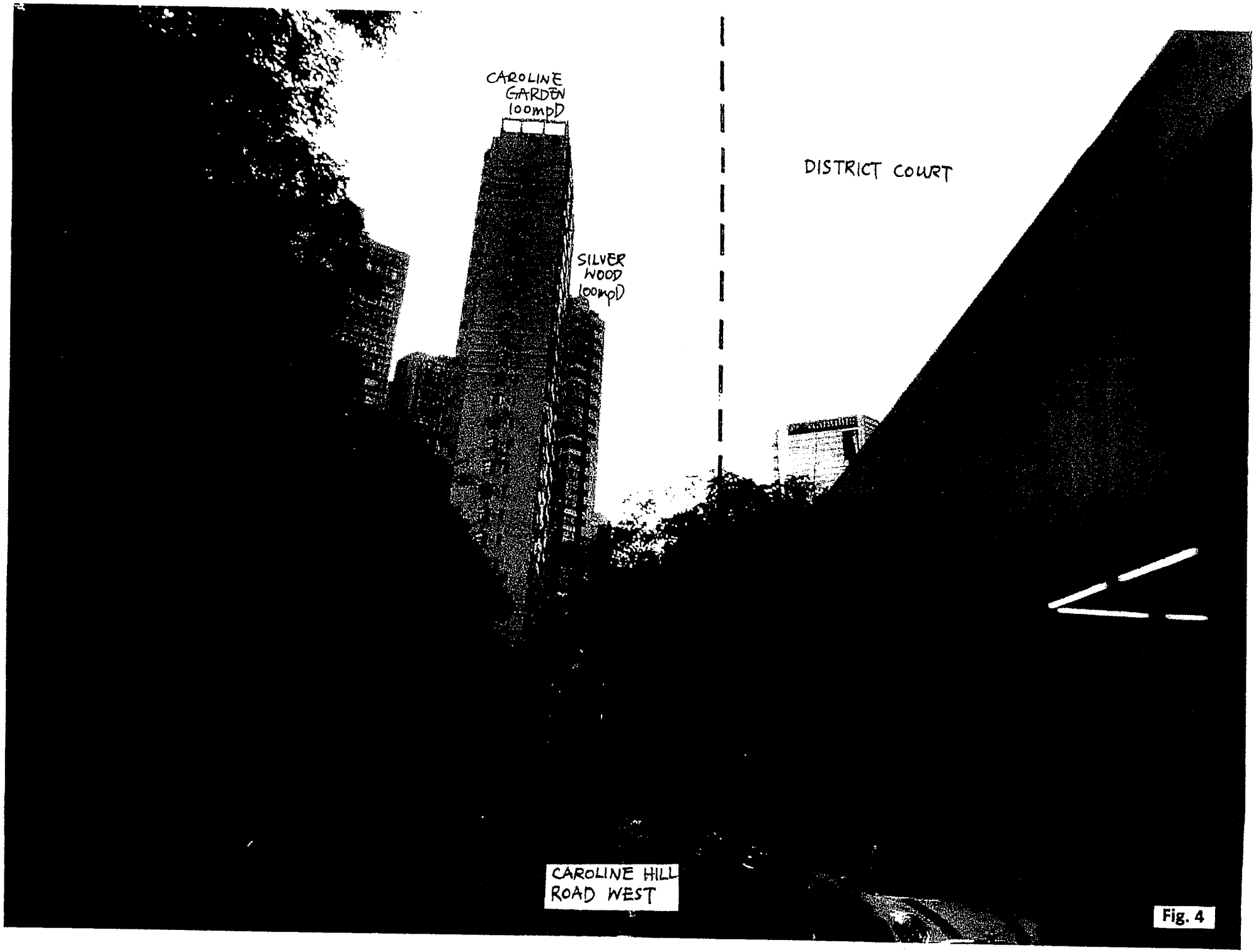

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

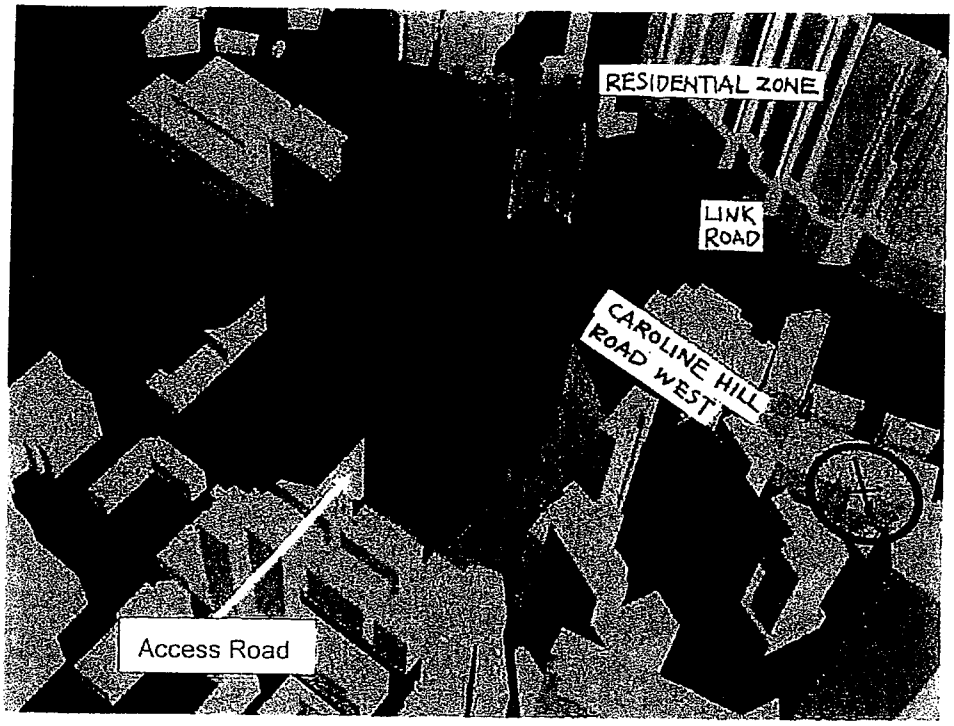


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

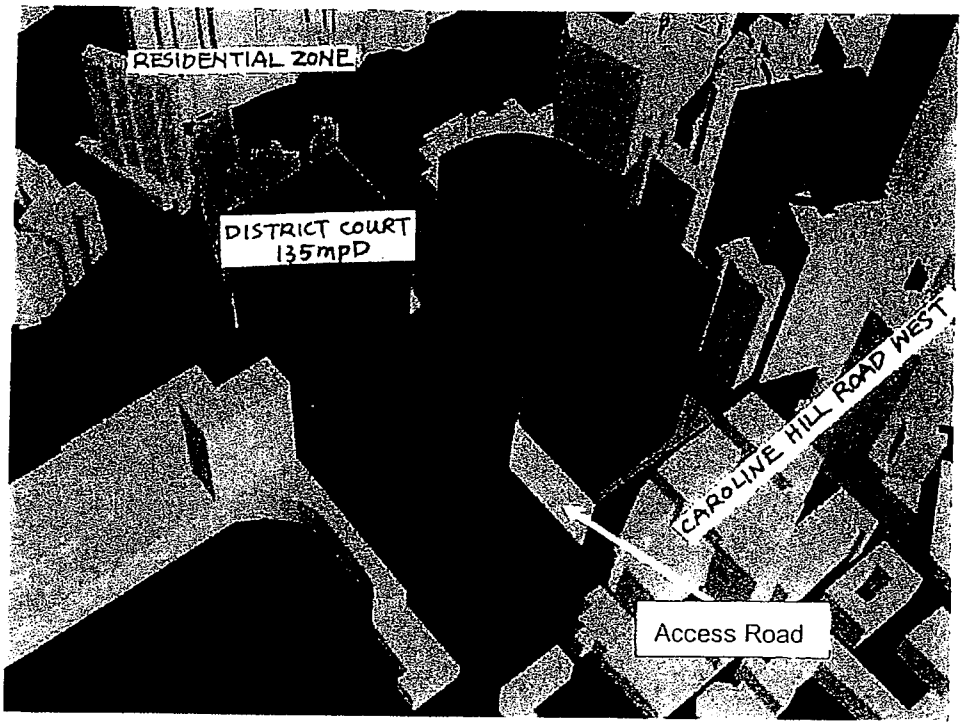


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

URT

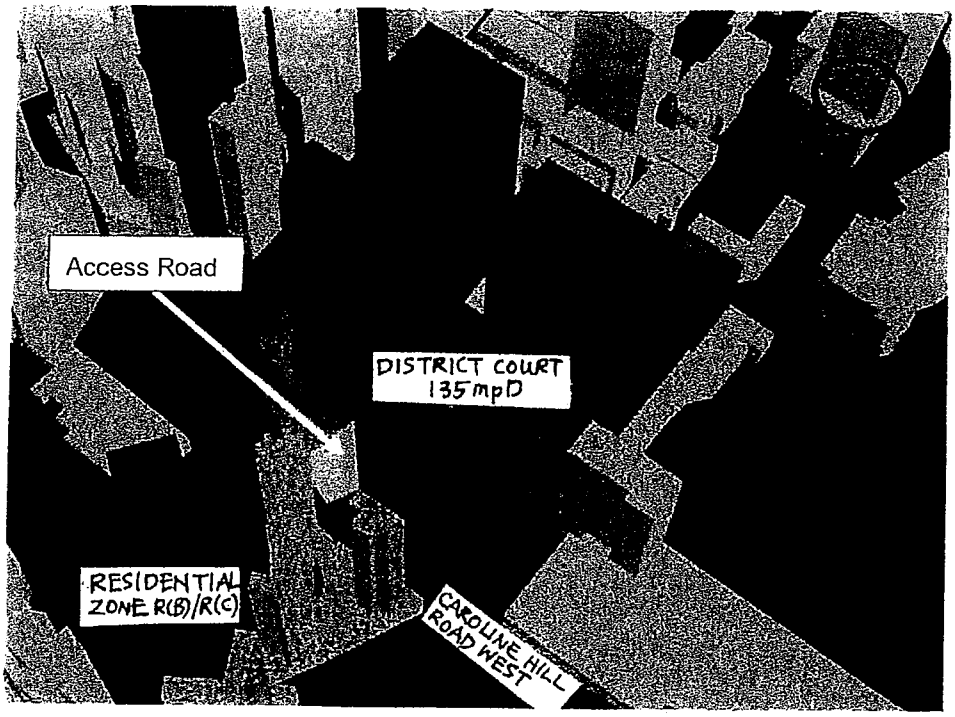


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

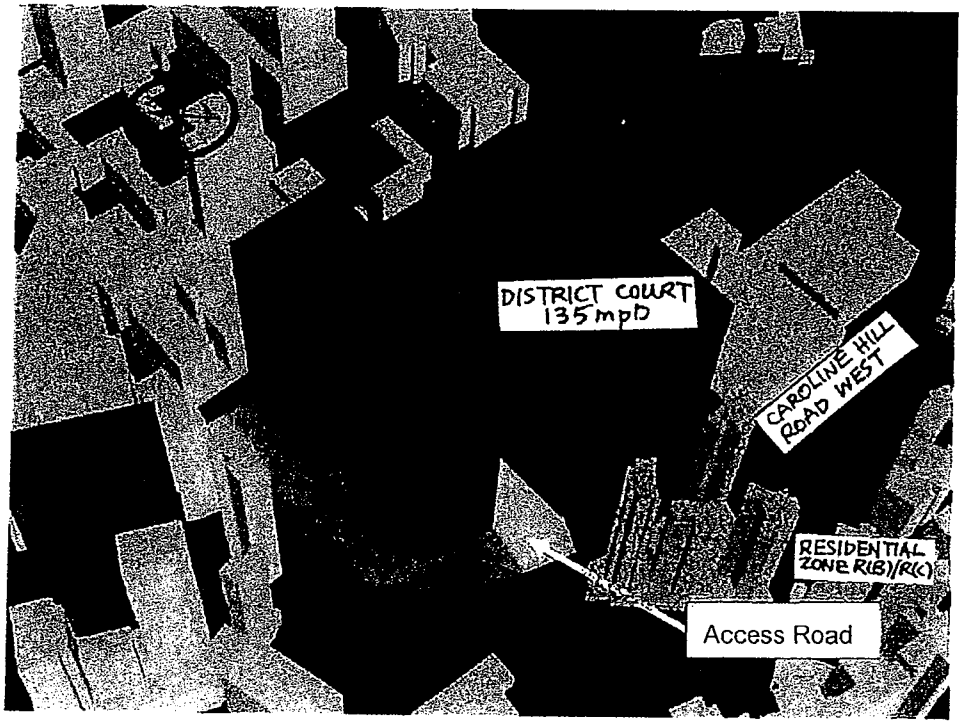
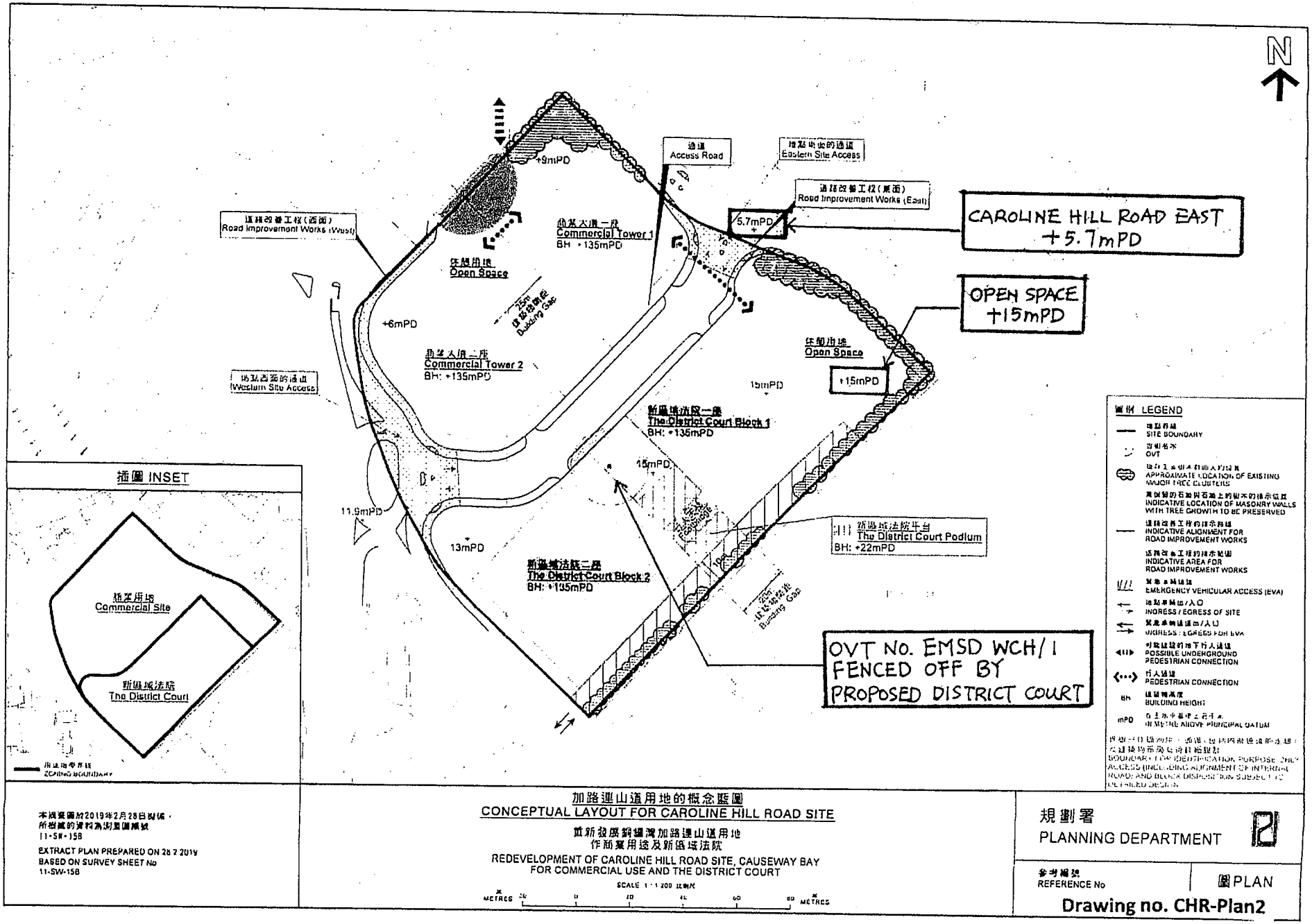


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

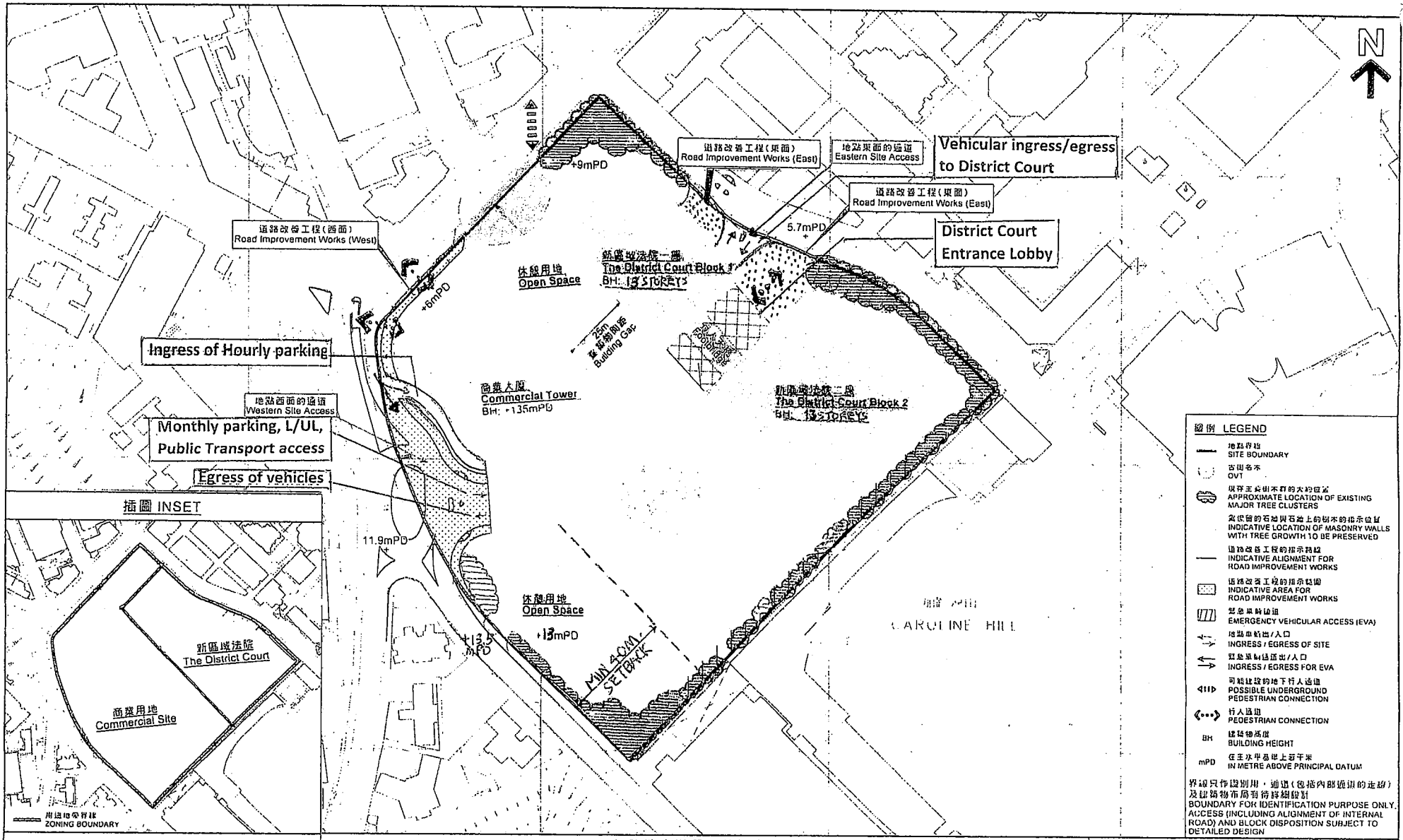
重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖 PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖幅號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

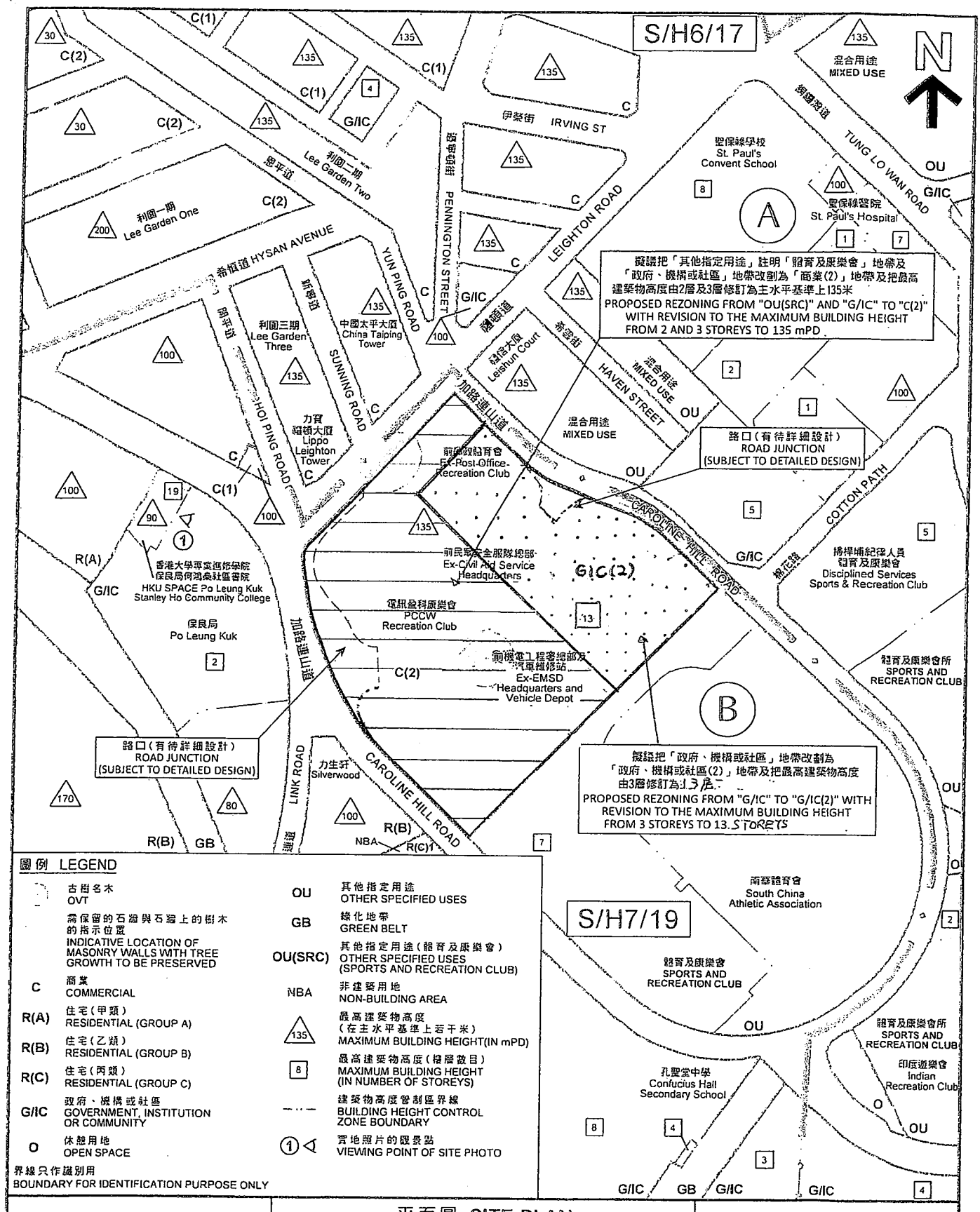
SCALE 1 : 1 200 比例尺

METRES 20 0 20 40 60 80 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

	古樹名木 OVT	OU	其他指定用途 OTHER SPECIFIED USES
	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB	綠化地帶 GREEN BELT
		OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
C	商業 COMMERCIAL	NBA	非建築用地 NON-BUILDING AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)		建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO
O	休憩用地 OPEN SPACE		

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

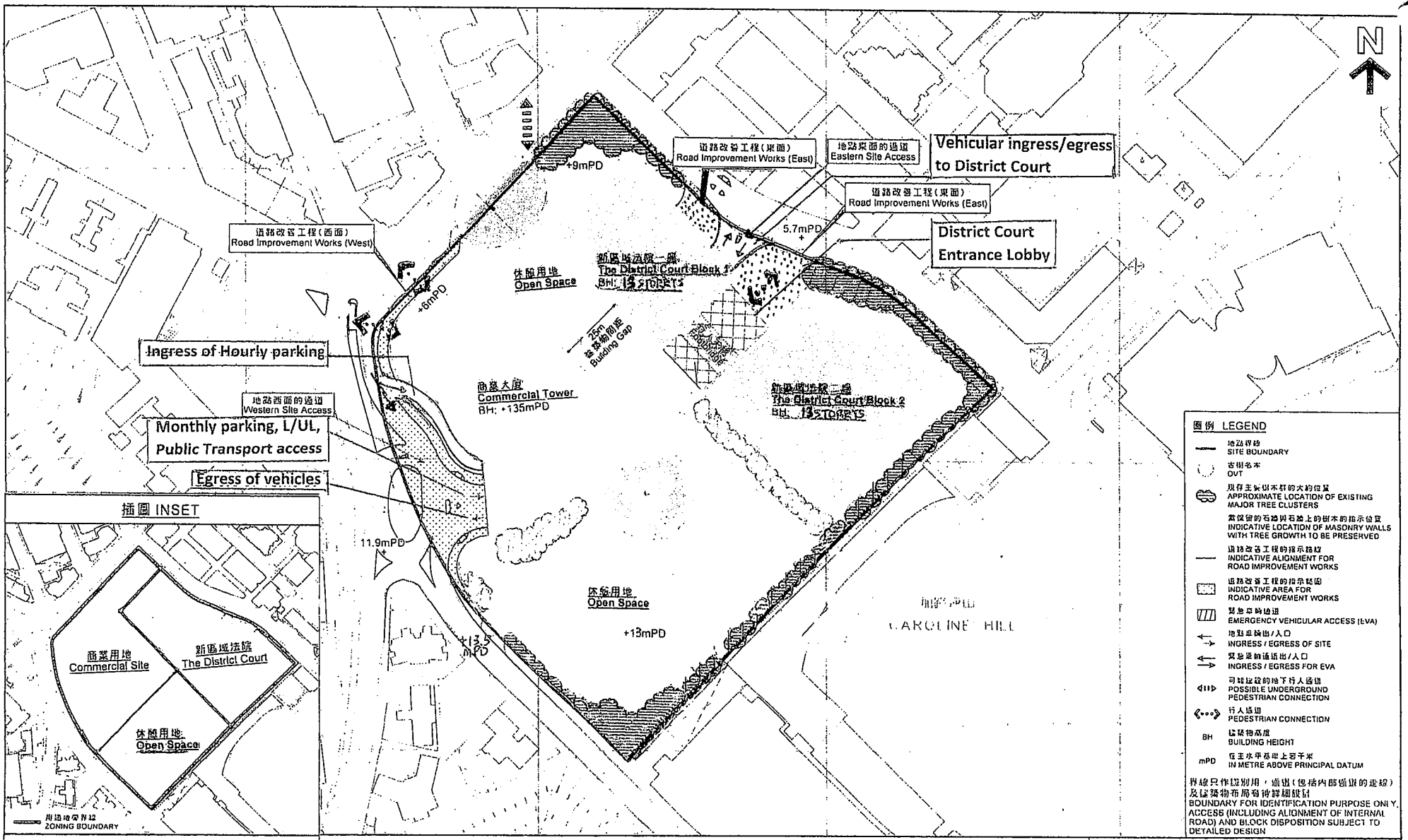
SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘錄圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

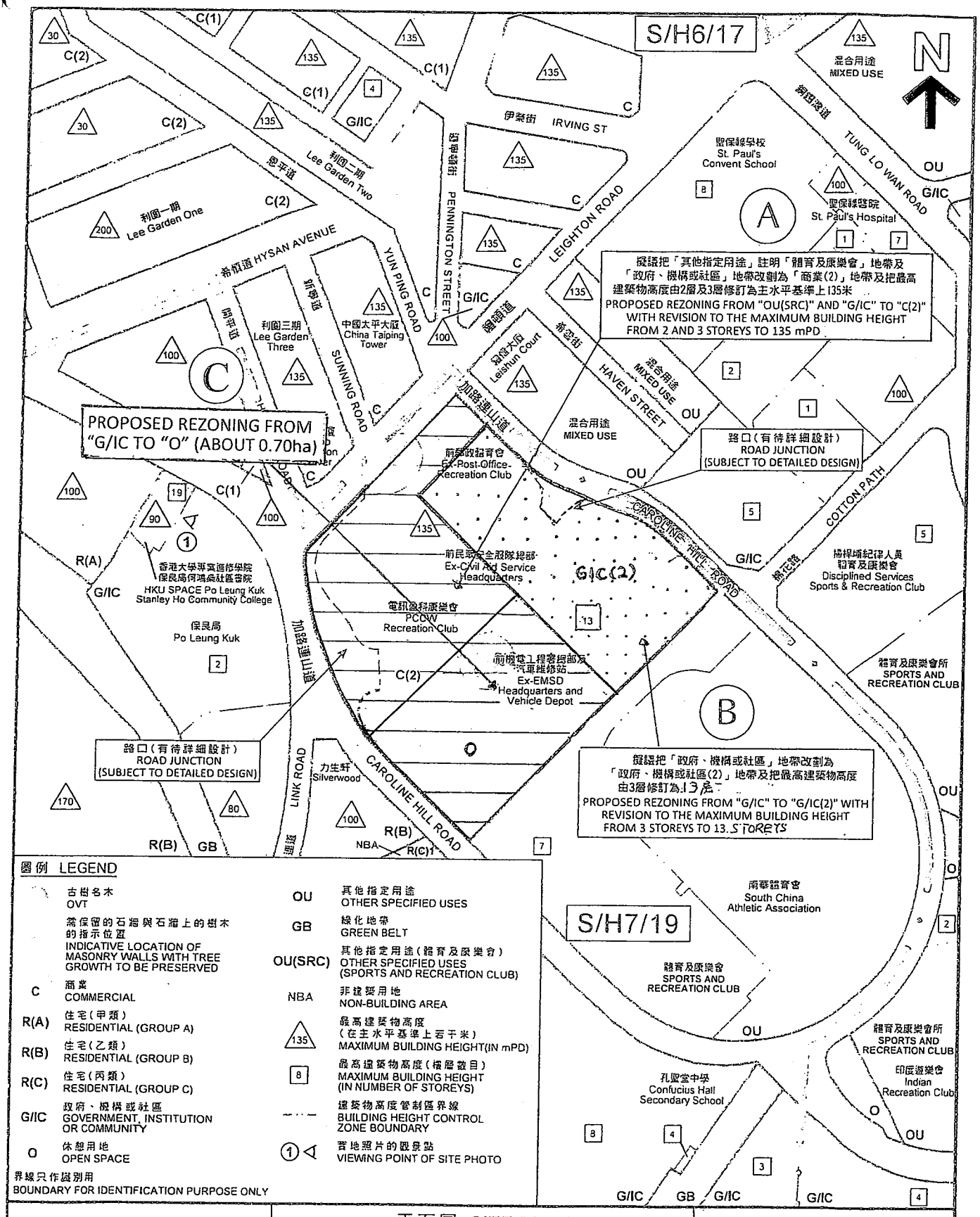
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

	古樹名木 OVT	OU	其他指定用途 OTHER SPECIFIED USES
	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED	GB	綠化地帶 GREEN BELT
C	商業 COMMERCIAL	OU(SRC)	其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)	NBA	非建築用地 NON-BUILDING AREA
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)	135	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)	8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY		建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
O	休憩用地 OPEN SPACE	①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

TPB/R/S/H7/20-20

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee



We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. **Justification on the Disposition of District Court and adjacent Open Space**

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. **Justification of the Height of the District Court**

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. **Justification of a new access road across the site**

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 $feet^2$ commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

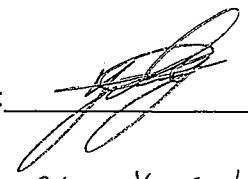
The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in

Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: 

Name: CHO YUEN YI WENDY

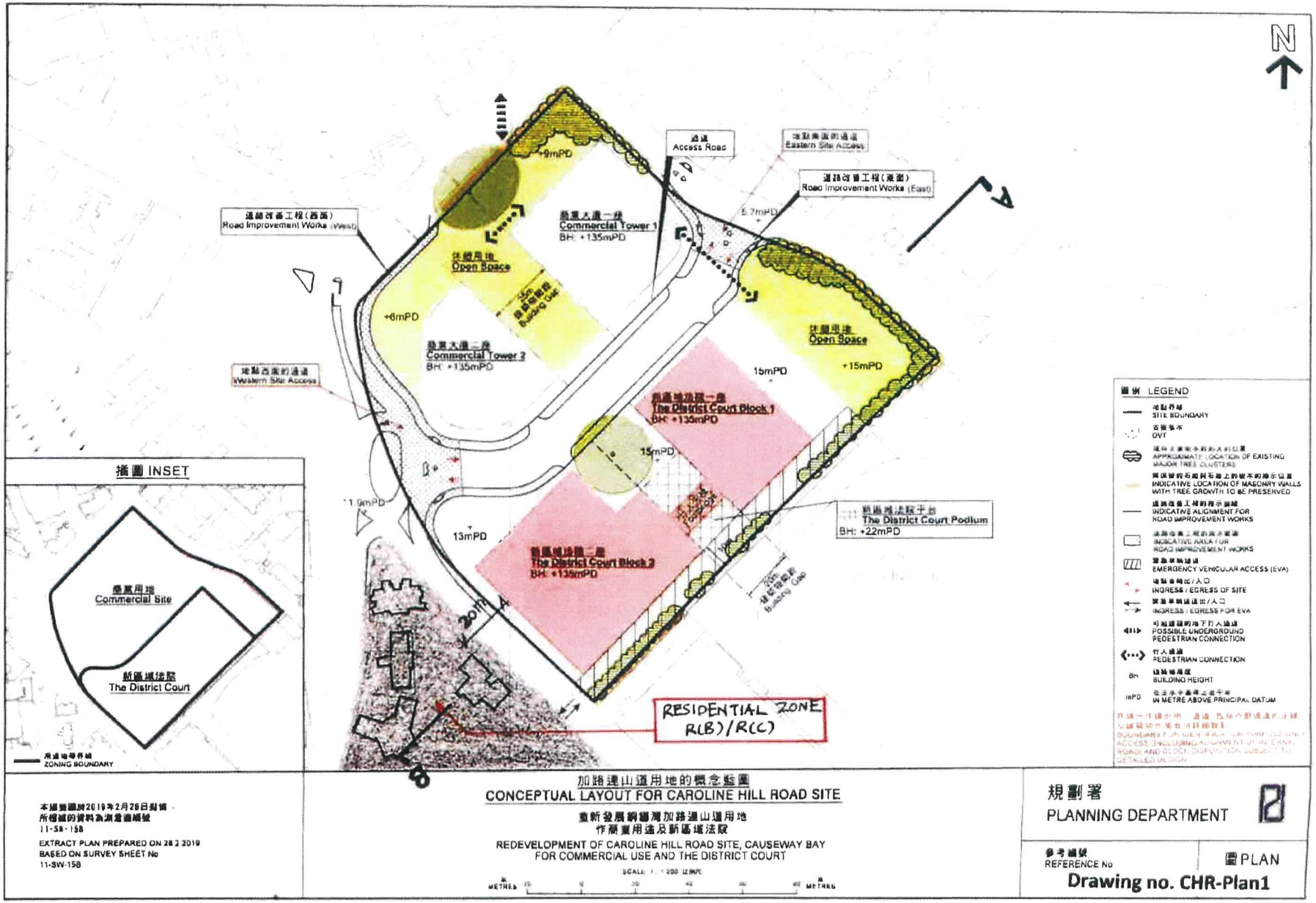
Name of Estate: Park Garden [redacted]

Position: IO Committee chairman

Email: [redacted]

Date: 14-7-2019

ID Card No.: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

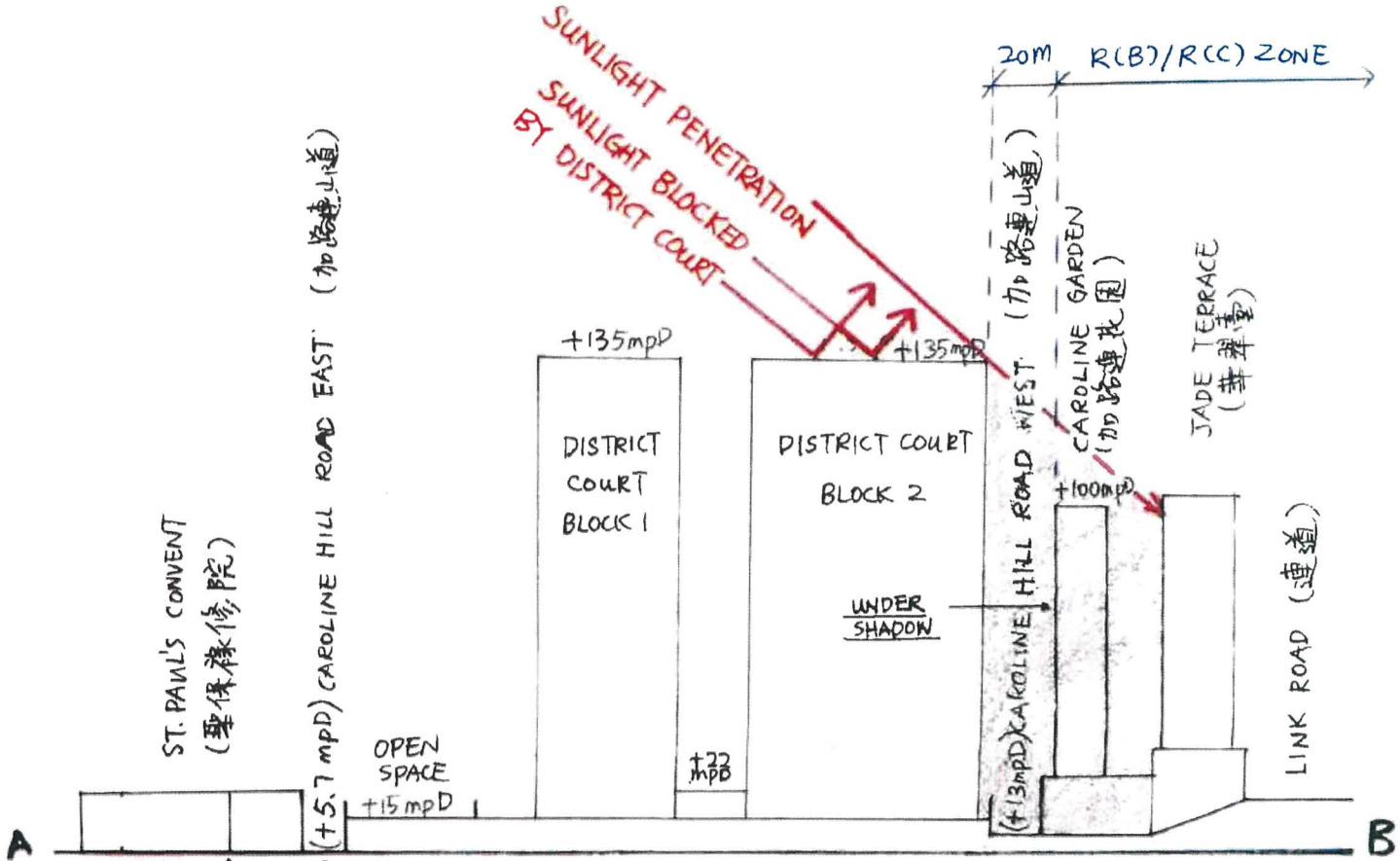
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規劃署
PLANNING DEPARTMENT

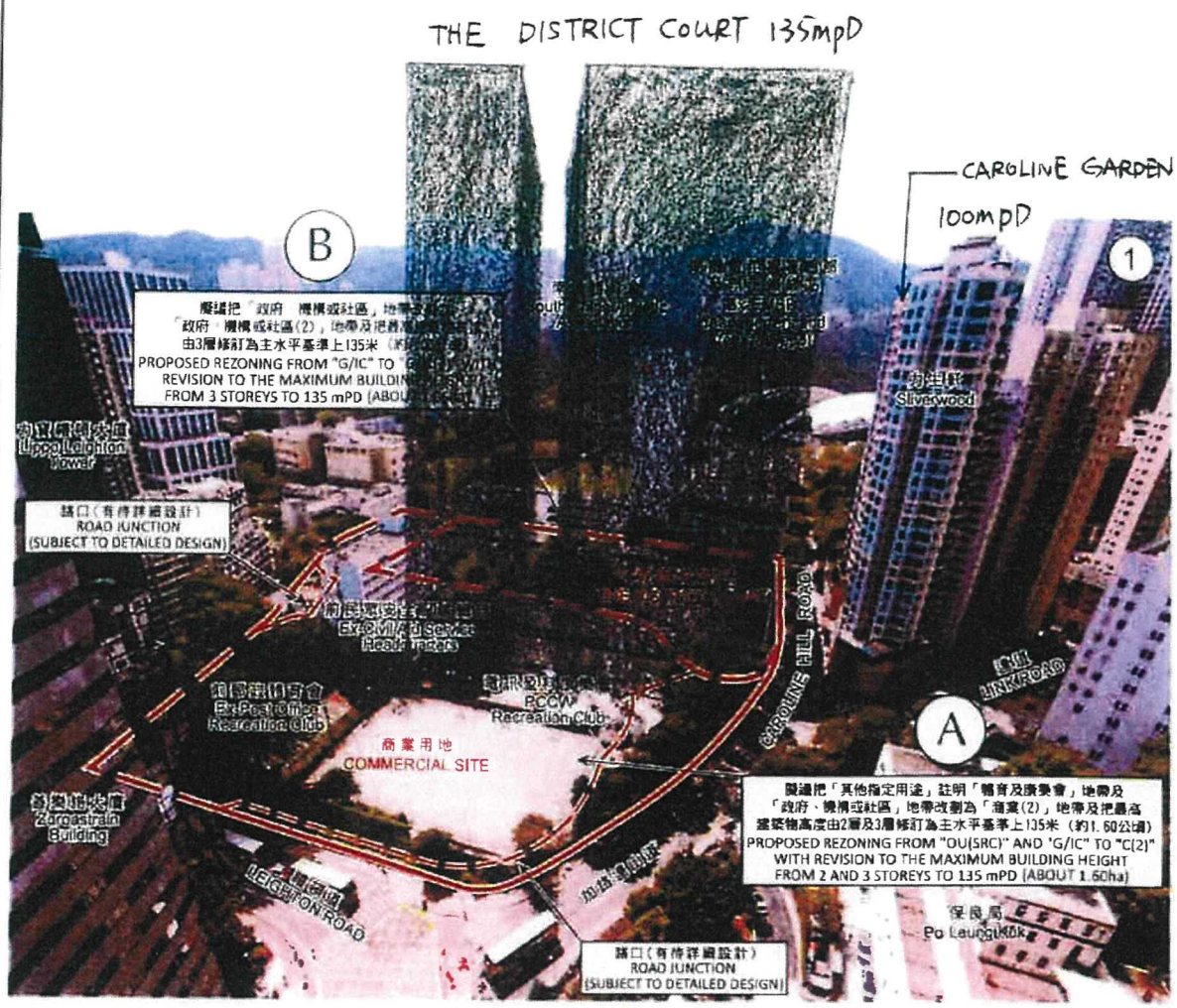
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

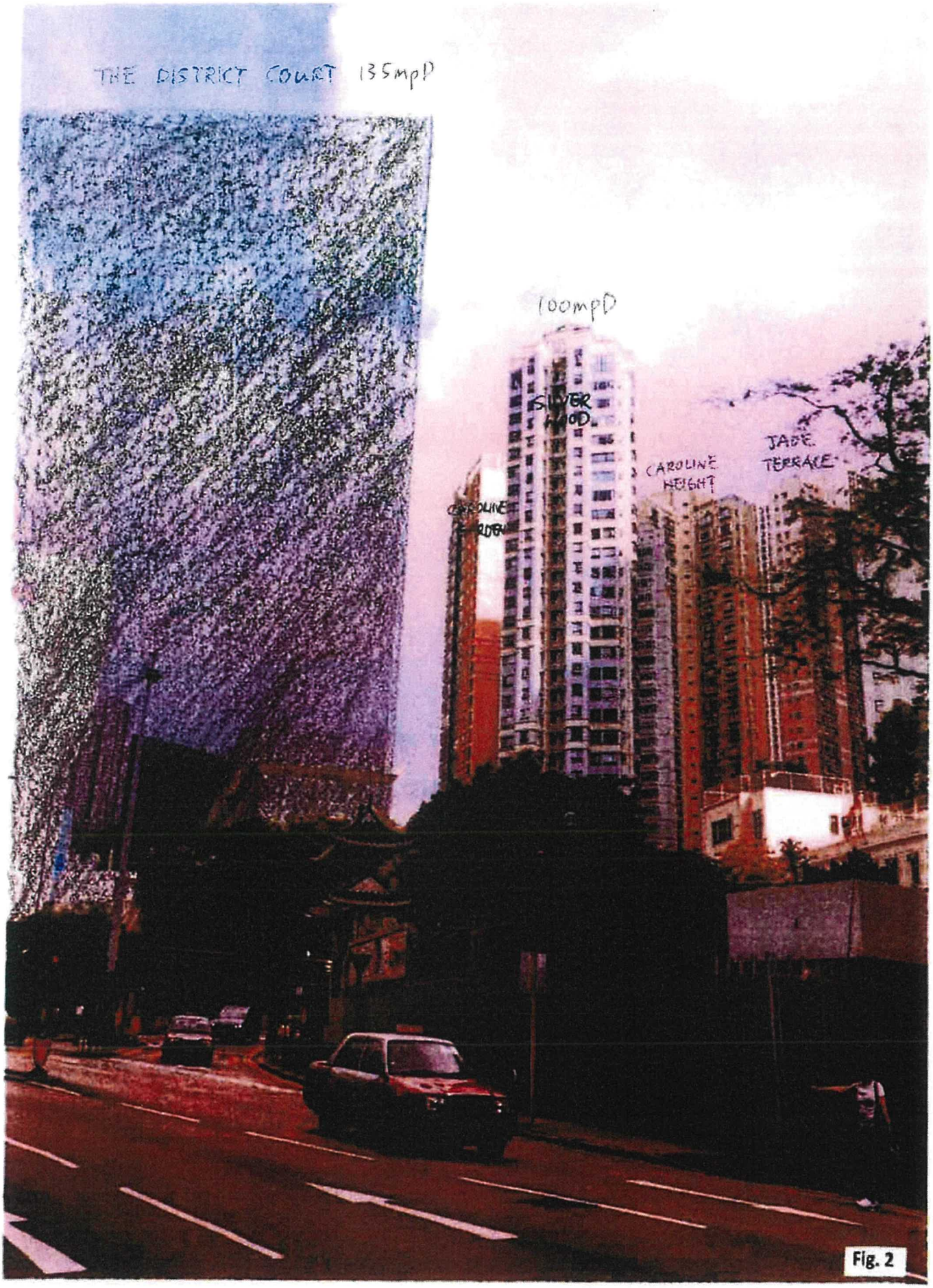

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

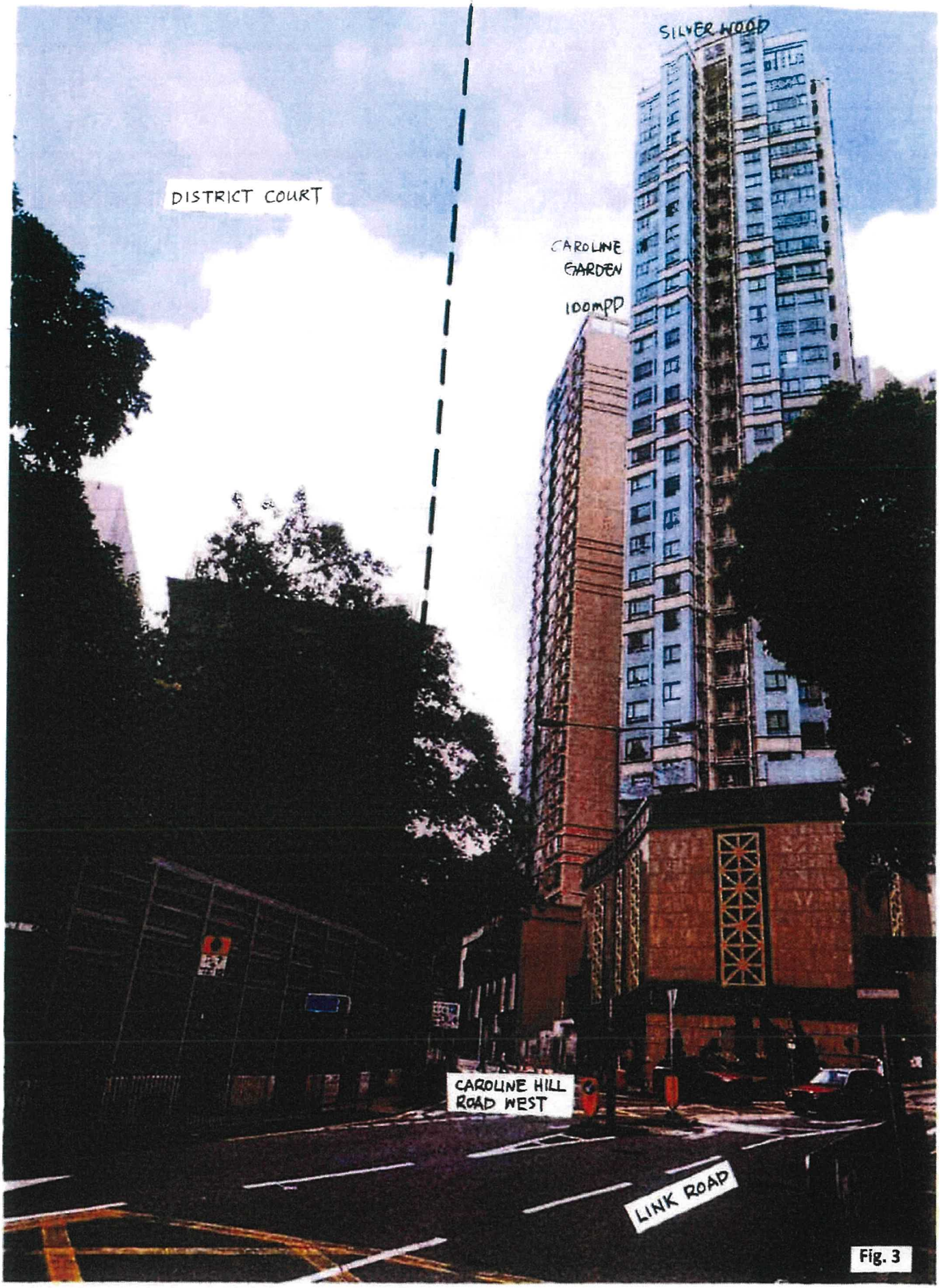

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

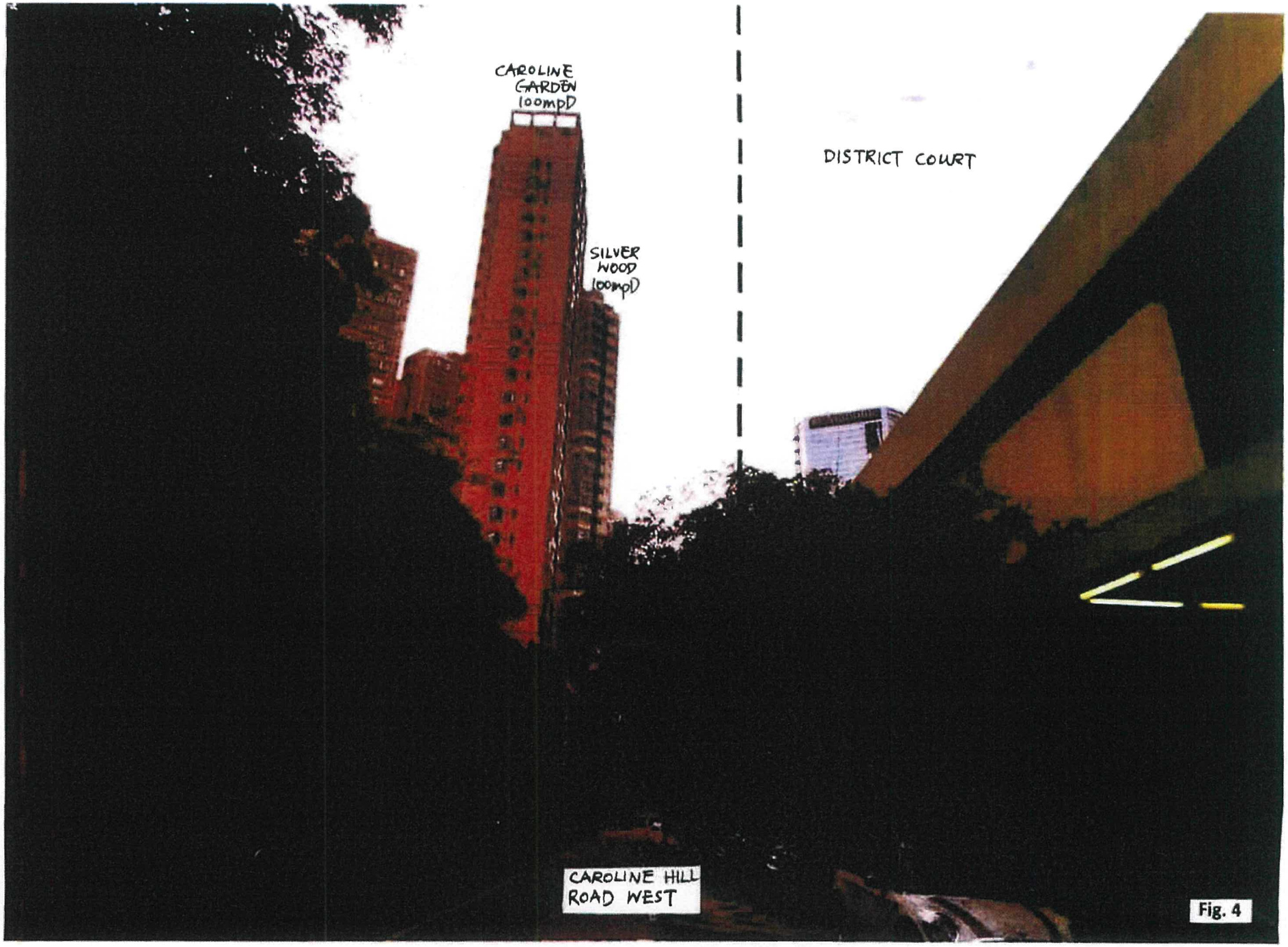

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

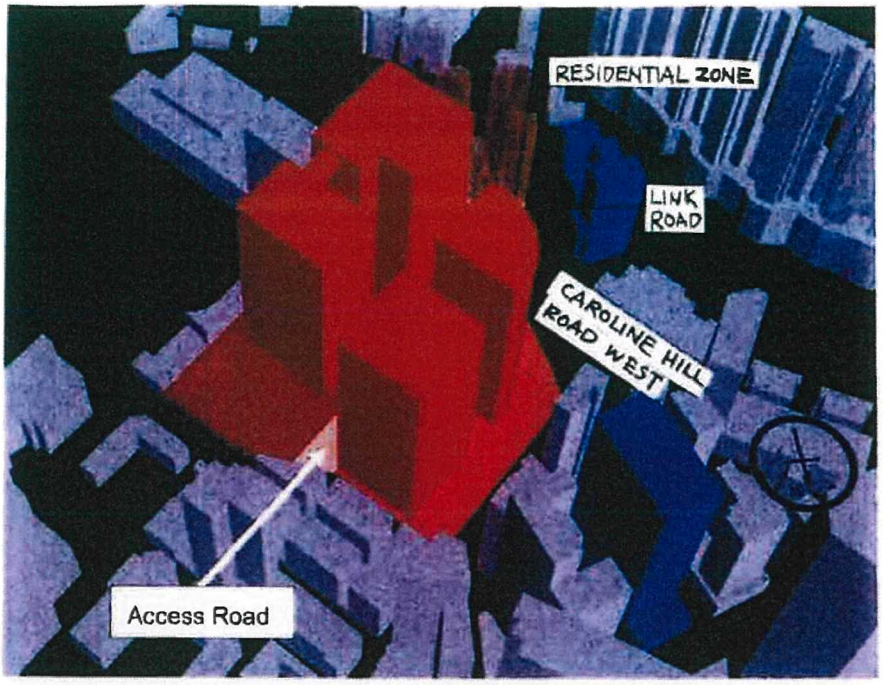


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

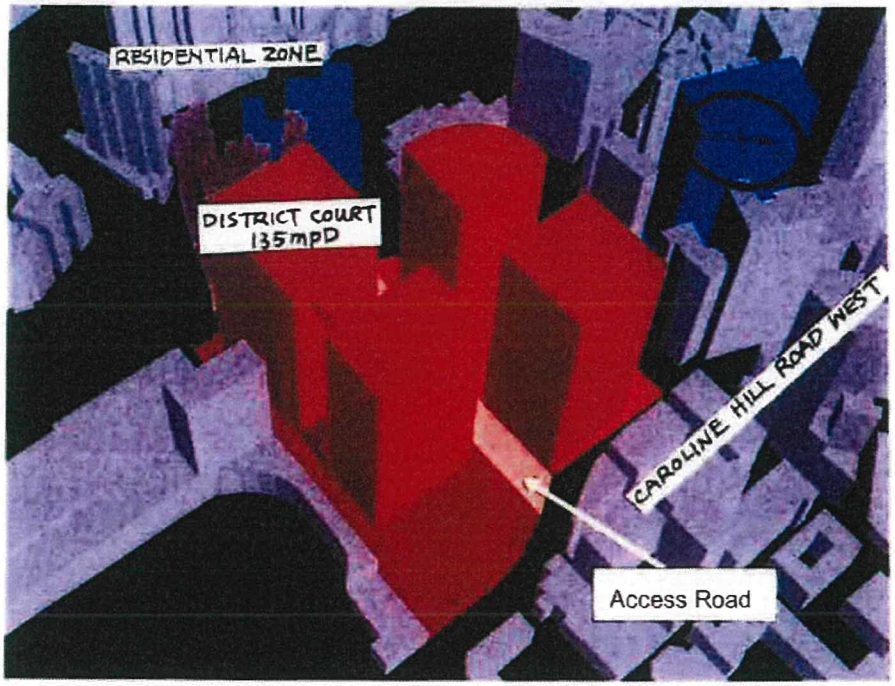


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

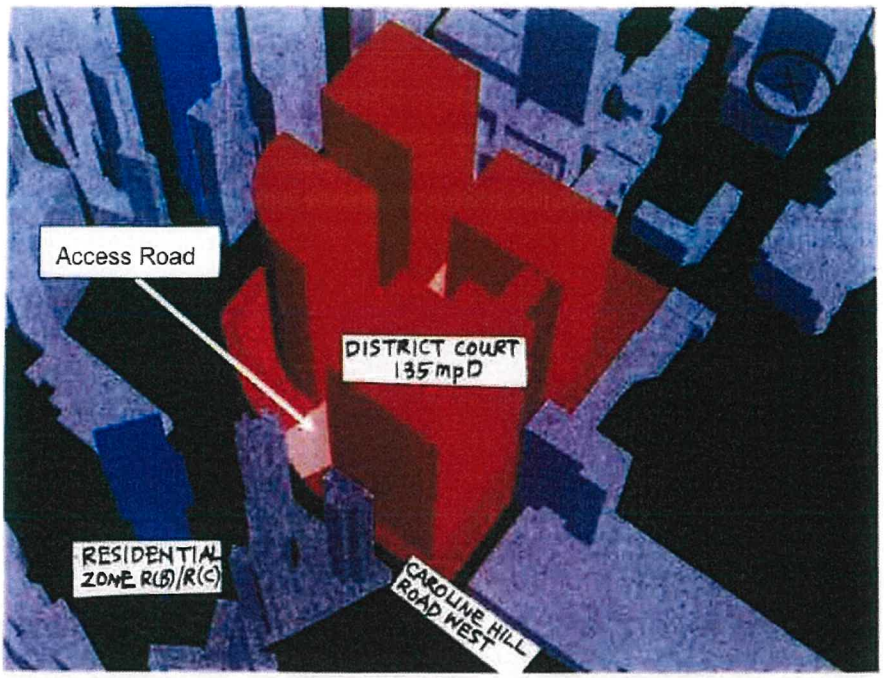


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

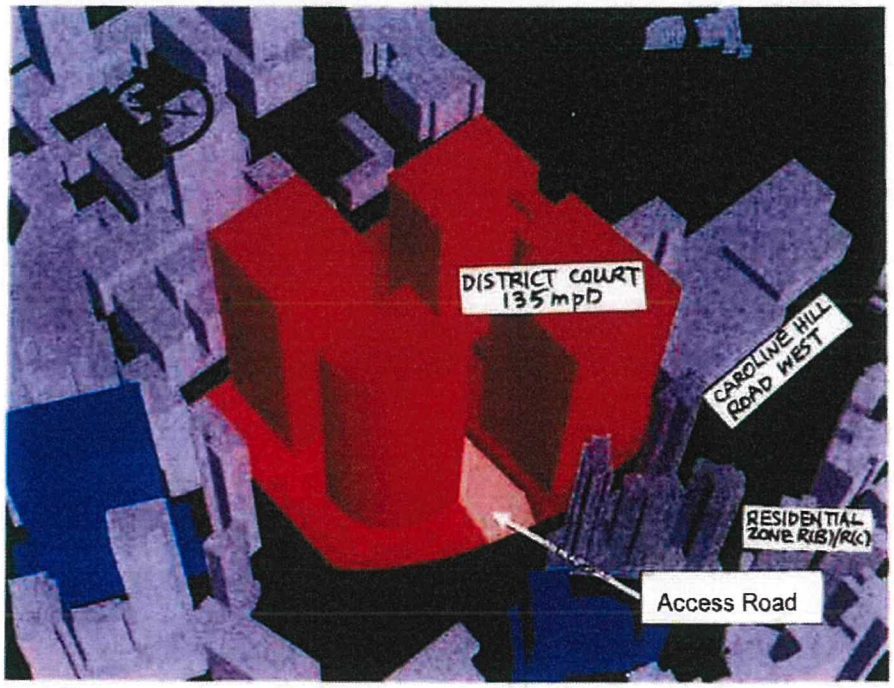
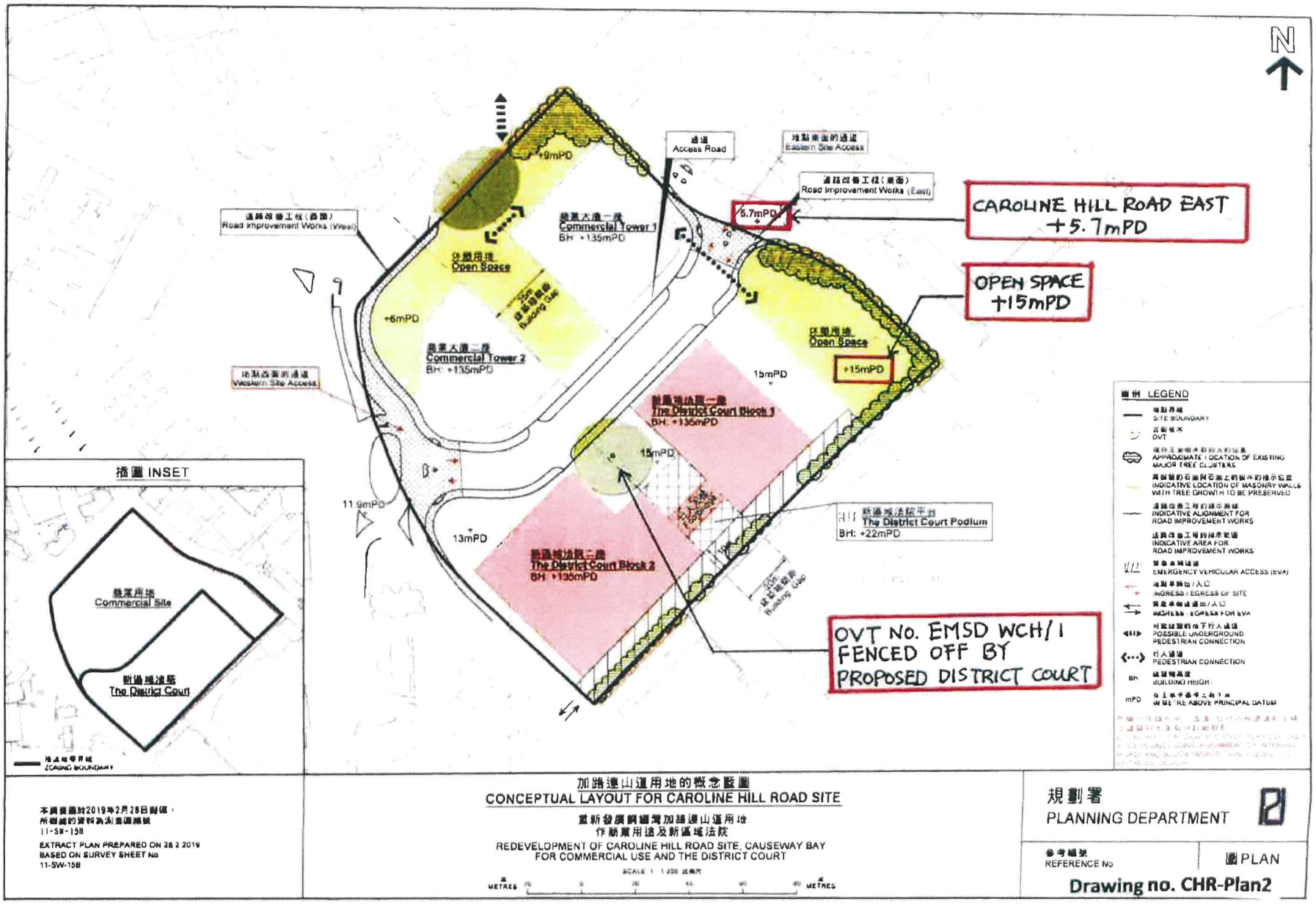


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

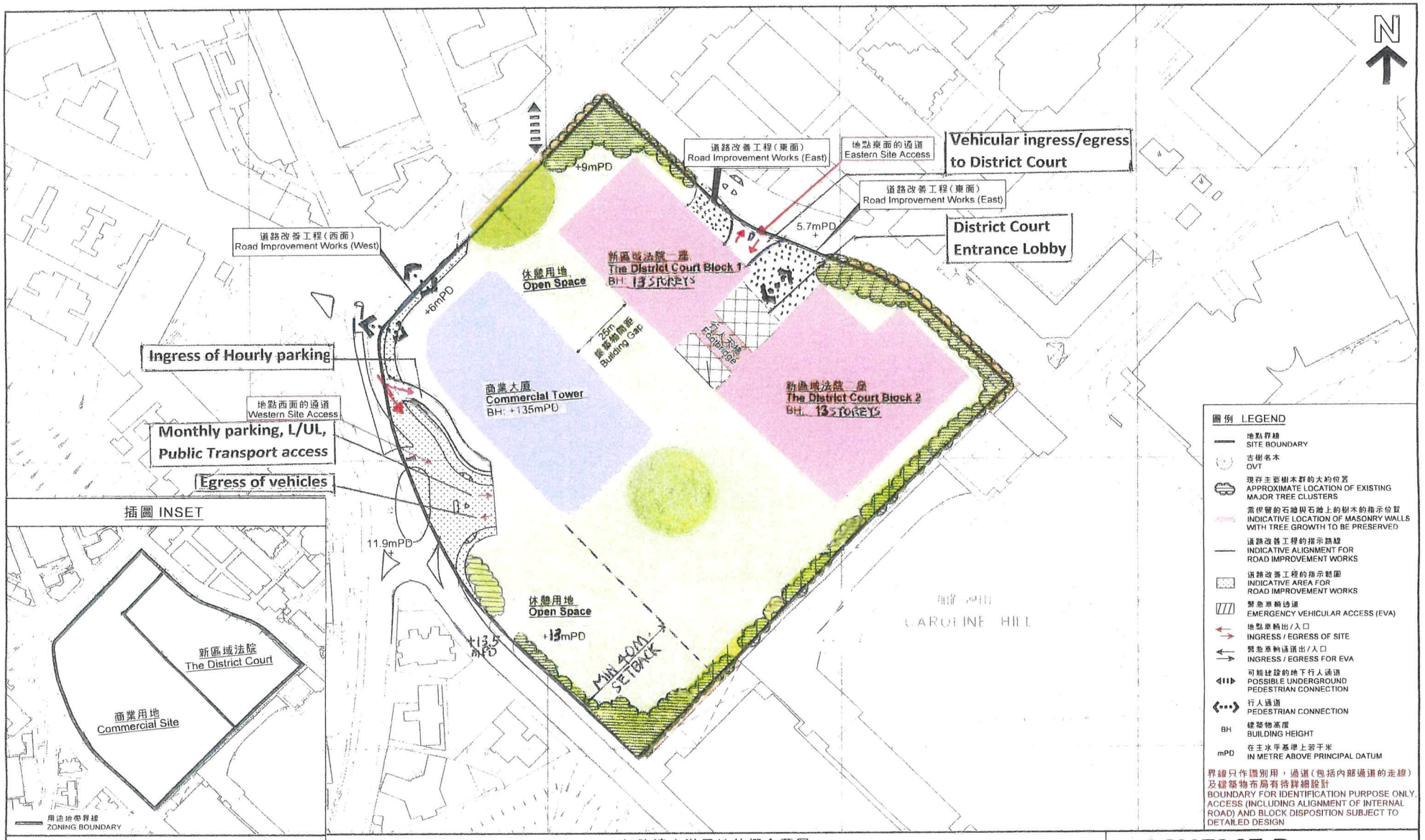
SCALE 1 : 1,250

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

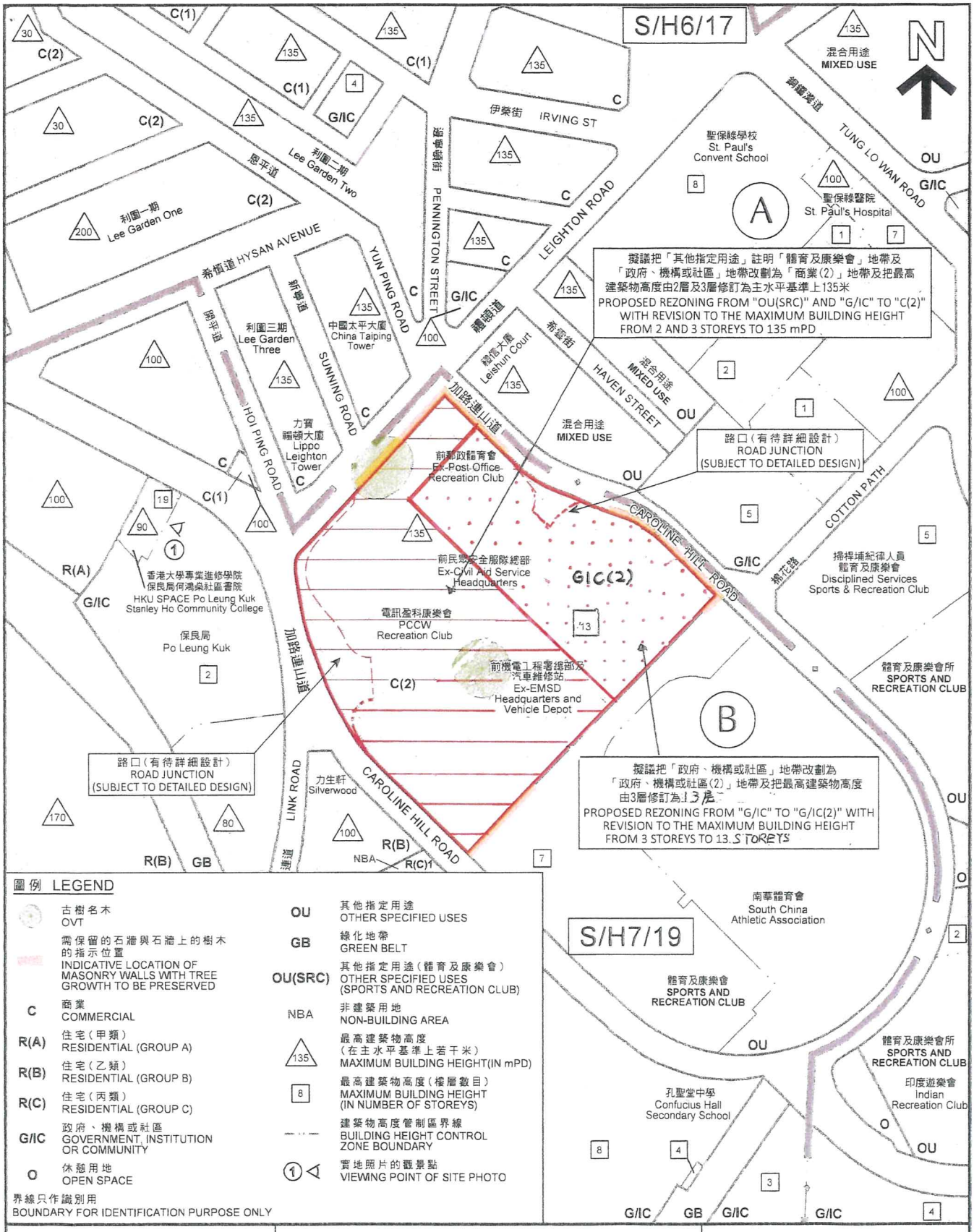
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

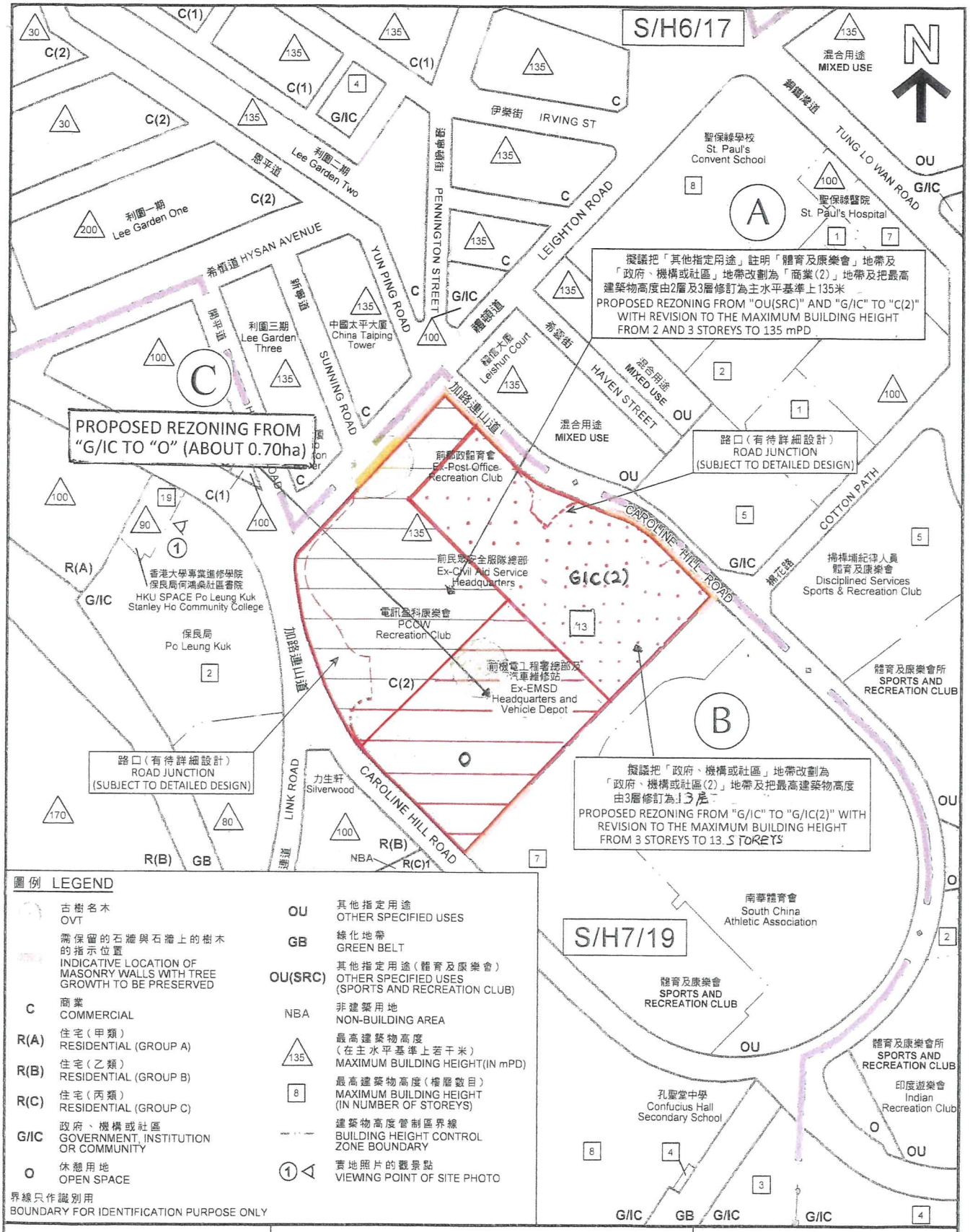
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-21

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee



We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved...."

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

1. We propose to lower the scale of the commercial development, by removing the proposed 10,000m2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.
2. Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.
3. In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

4. The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

5. The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial*
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha*
5. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.*
6. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A*

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: _____

Name: FU, KAM WING RAYMOND

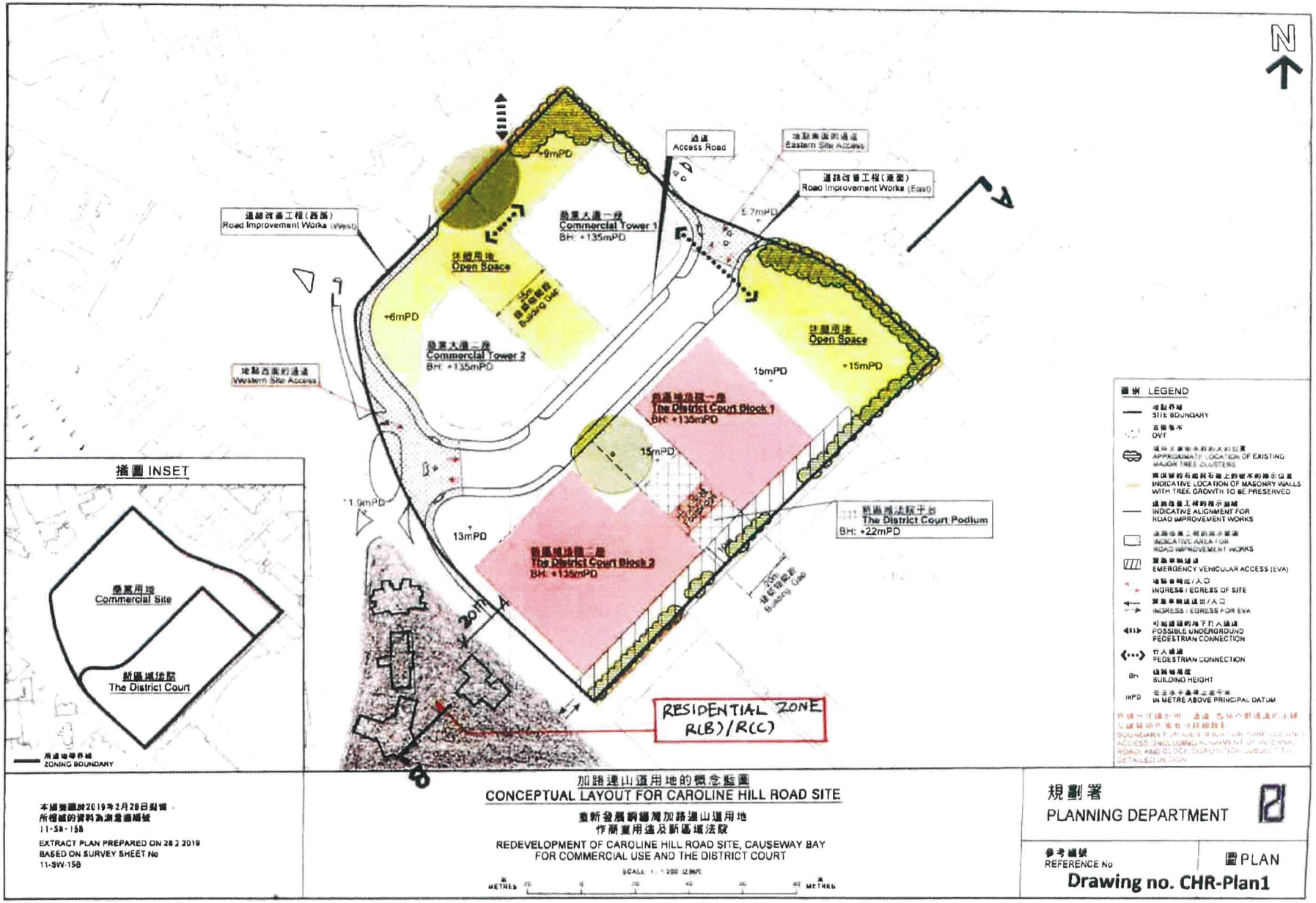
ID Card no. (First 4 Digit): [redacted]

Name of Estate: WING ON TOWER

Position: CHAIRMAN

Email: [redacted]

Date: _____



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

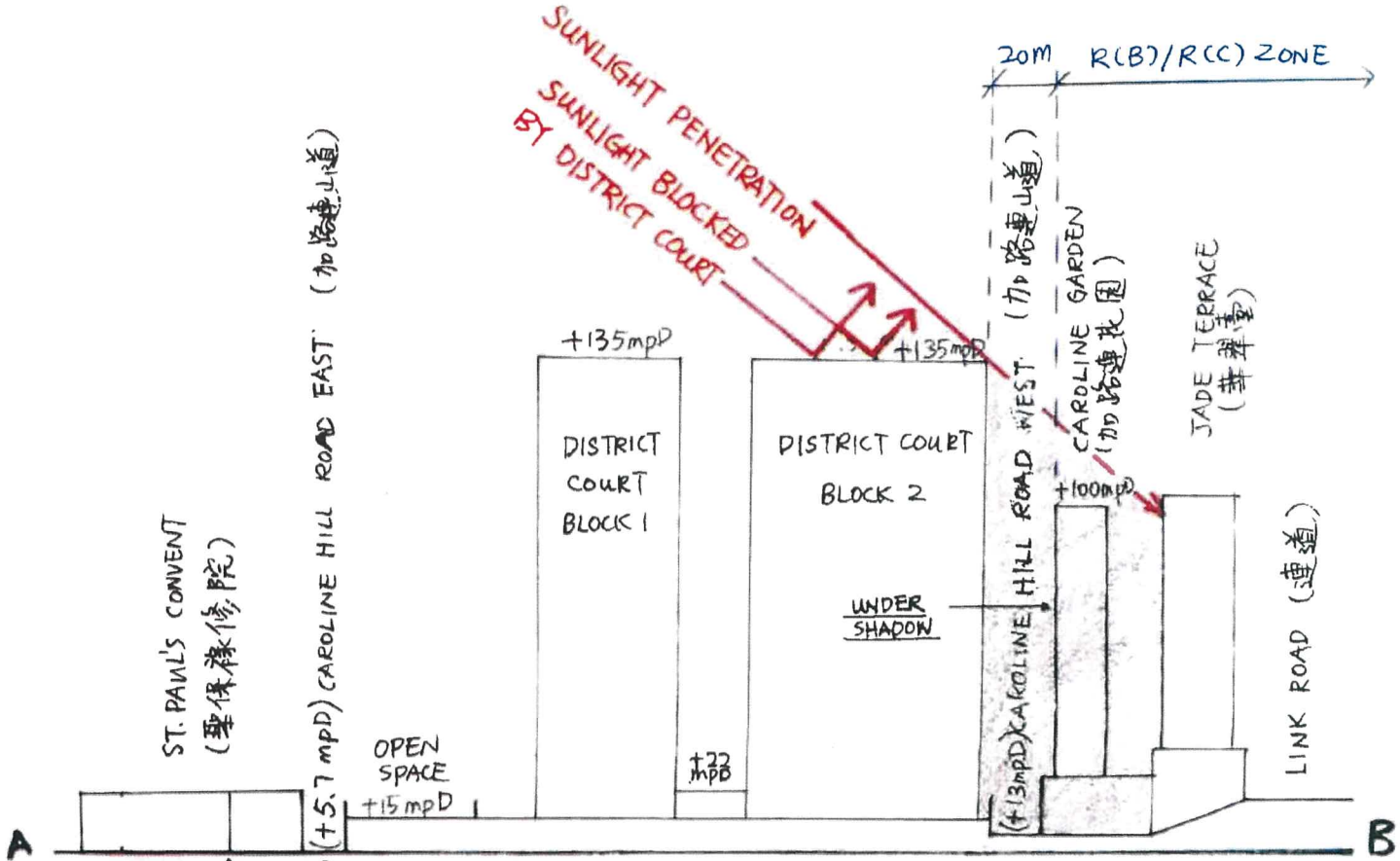
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規劃署
PLANNING DEPARTMENT

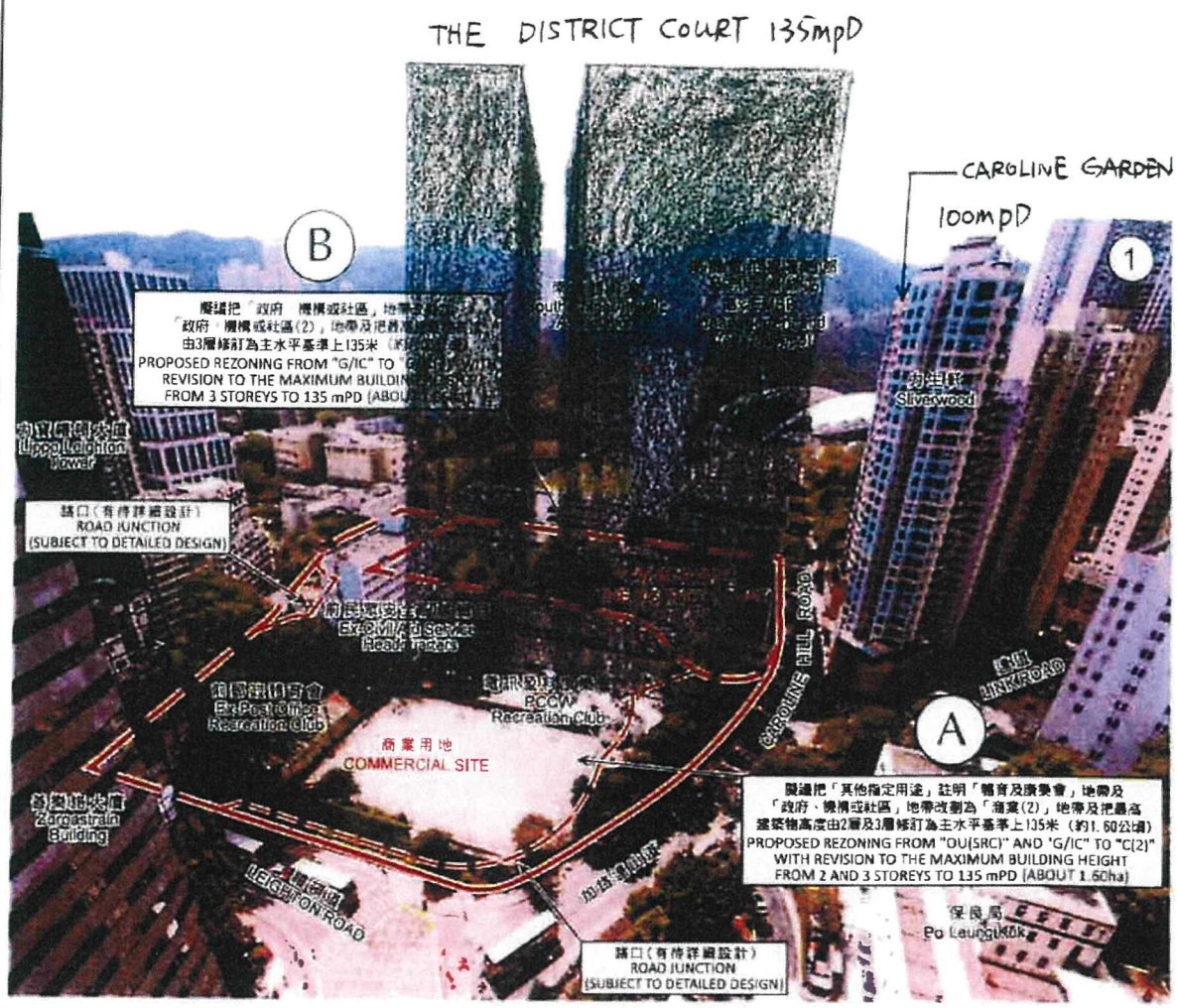
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
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本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

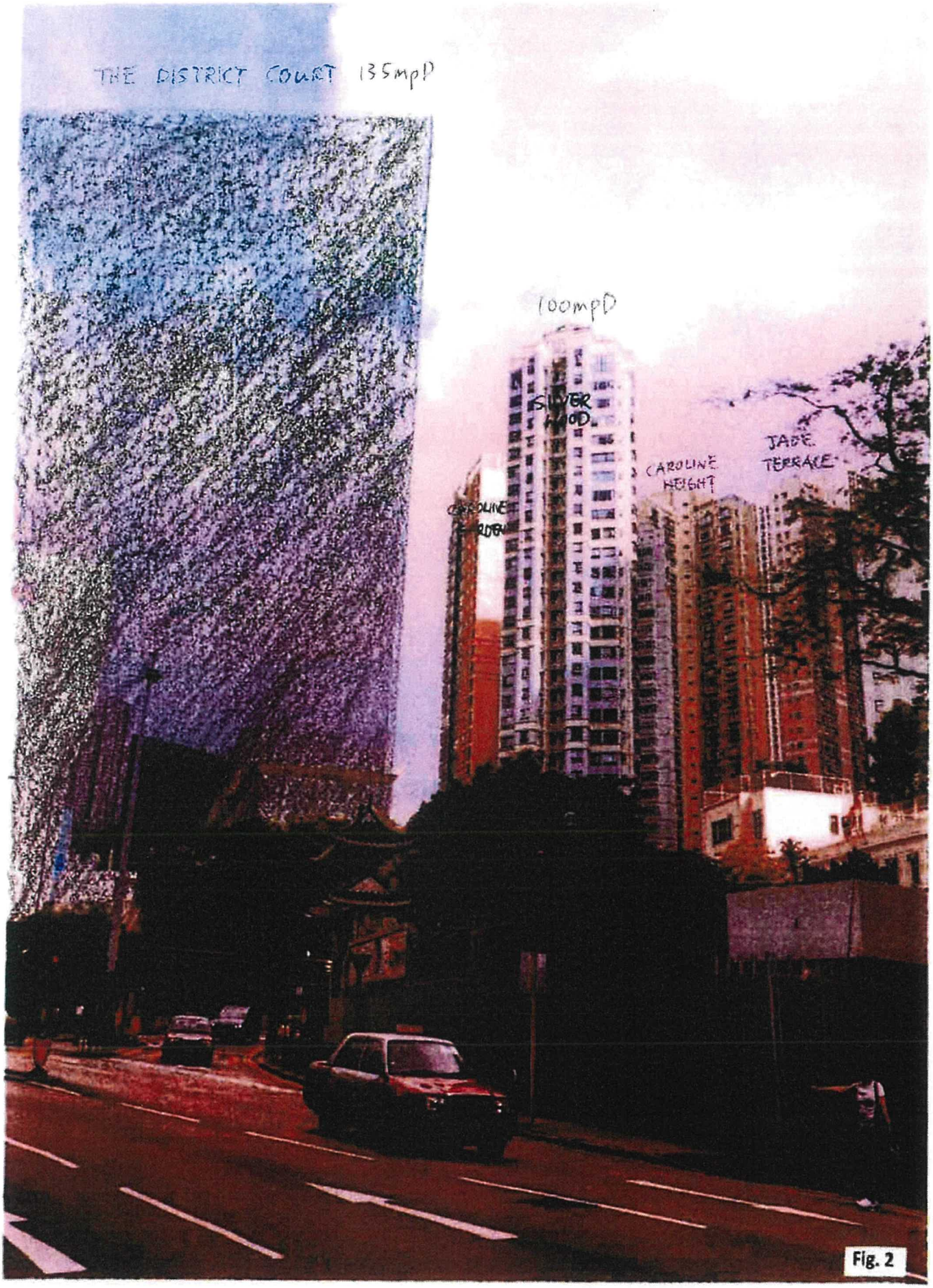

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

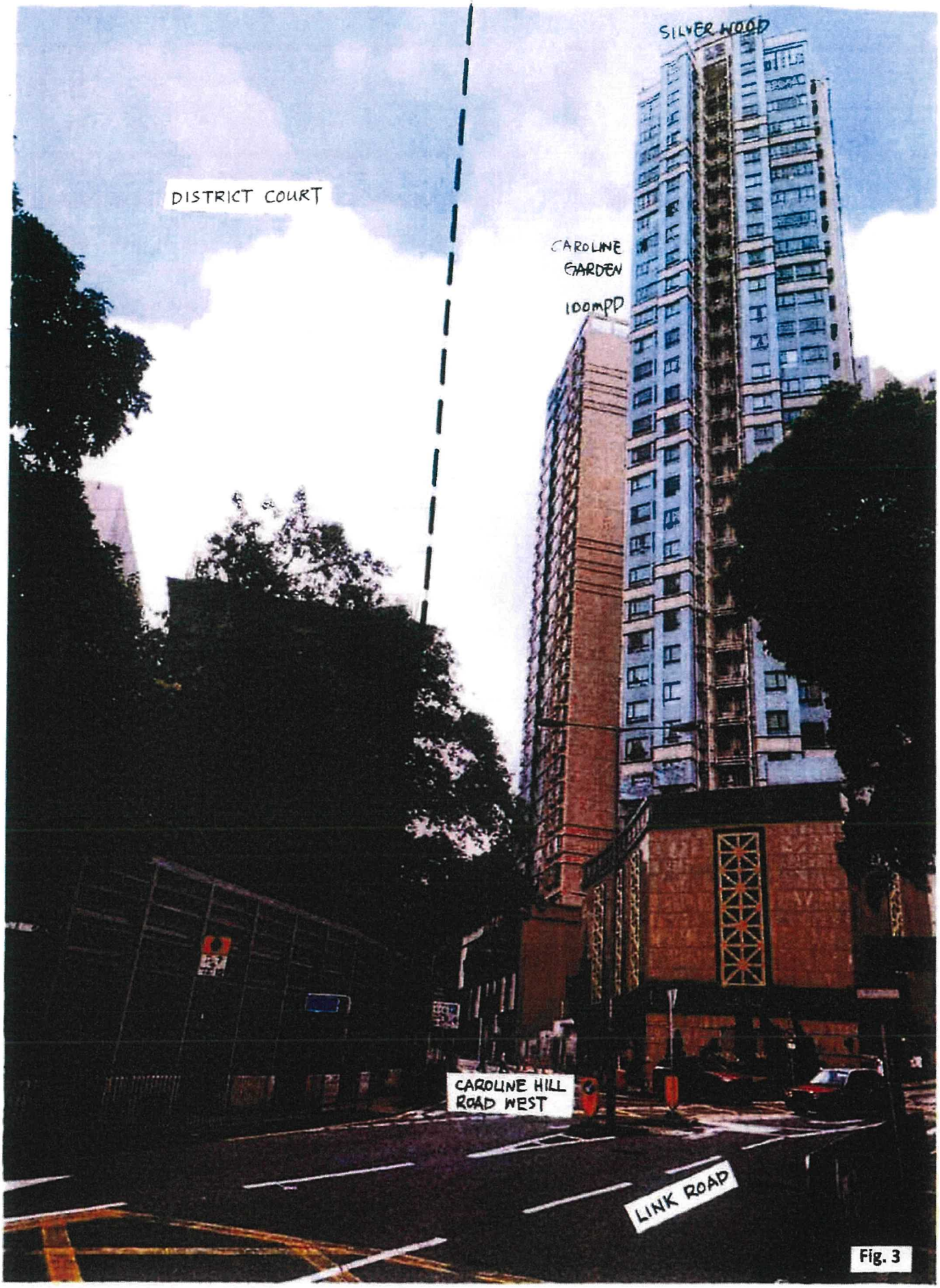

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

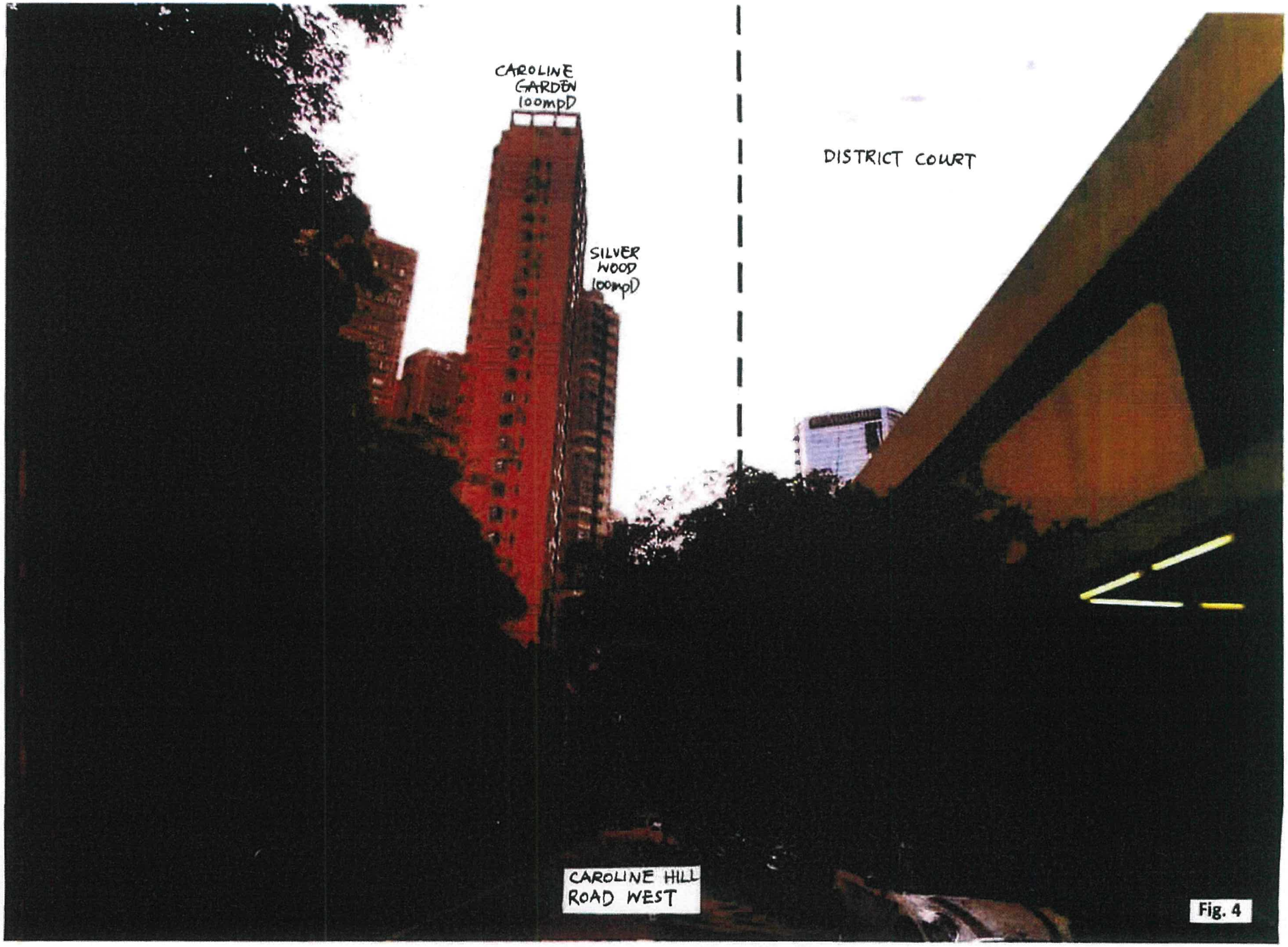

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

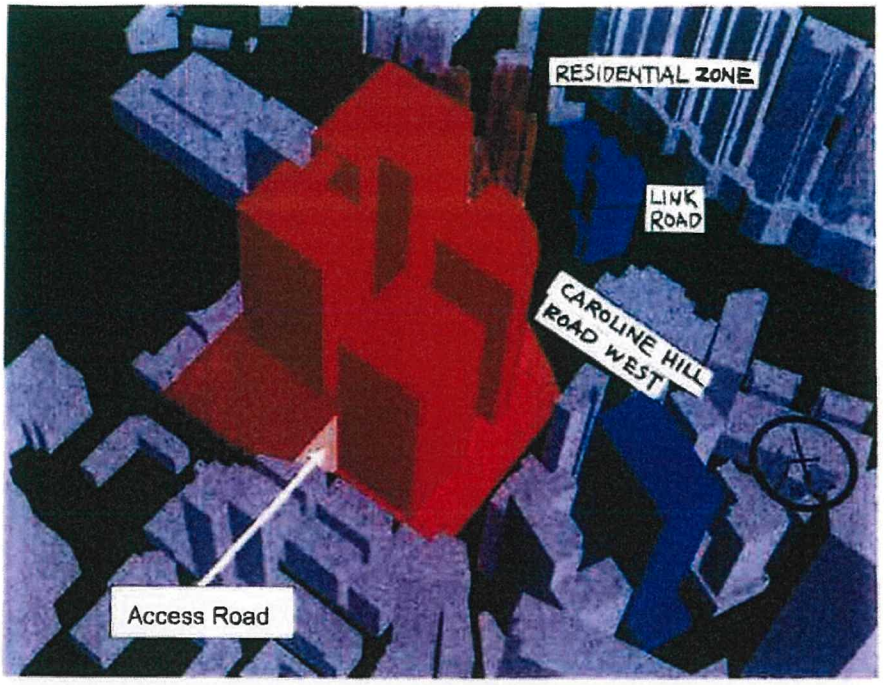


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

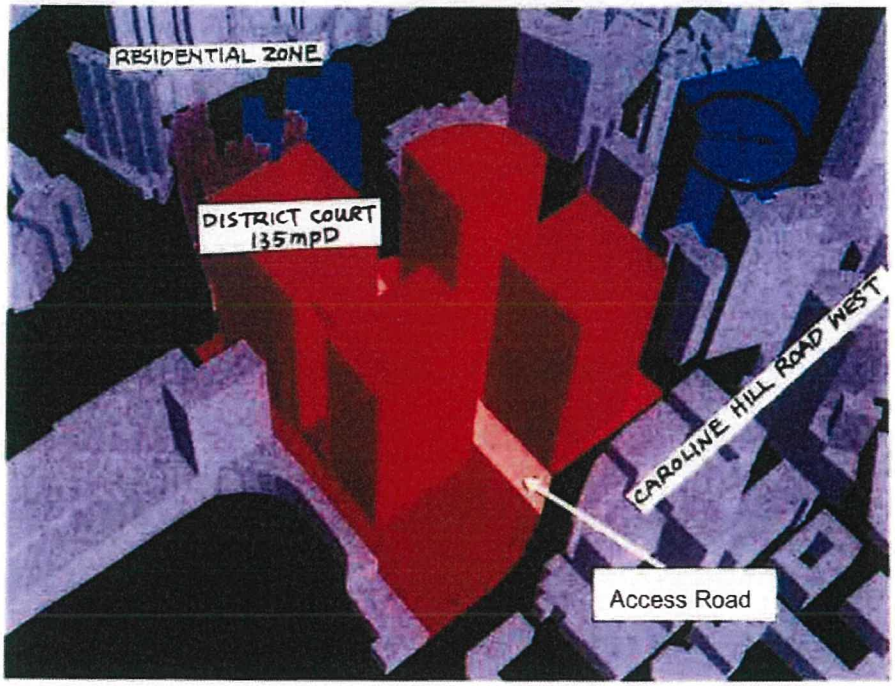


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

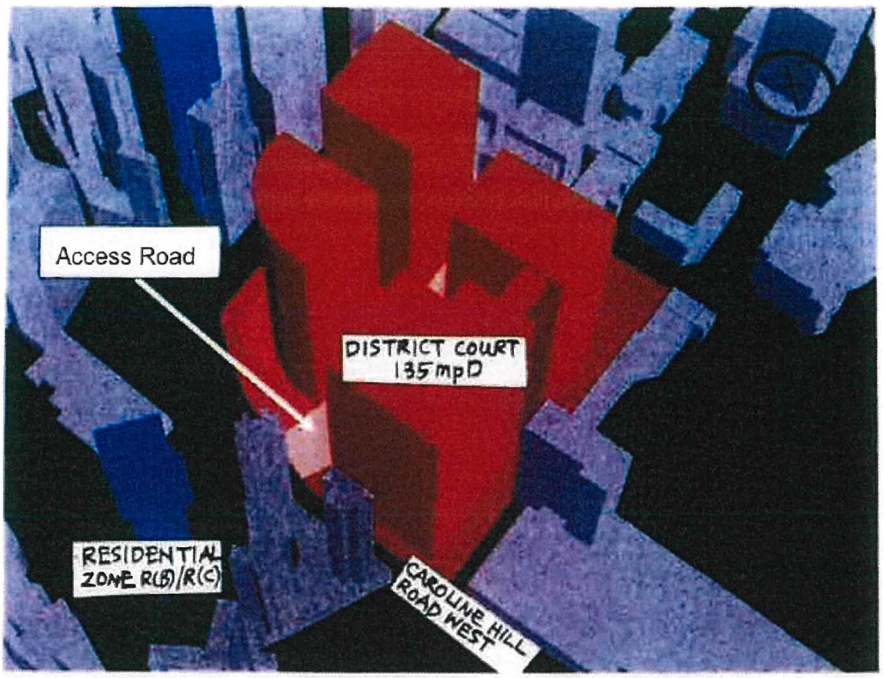


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

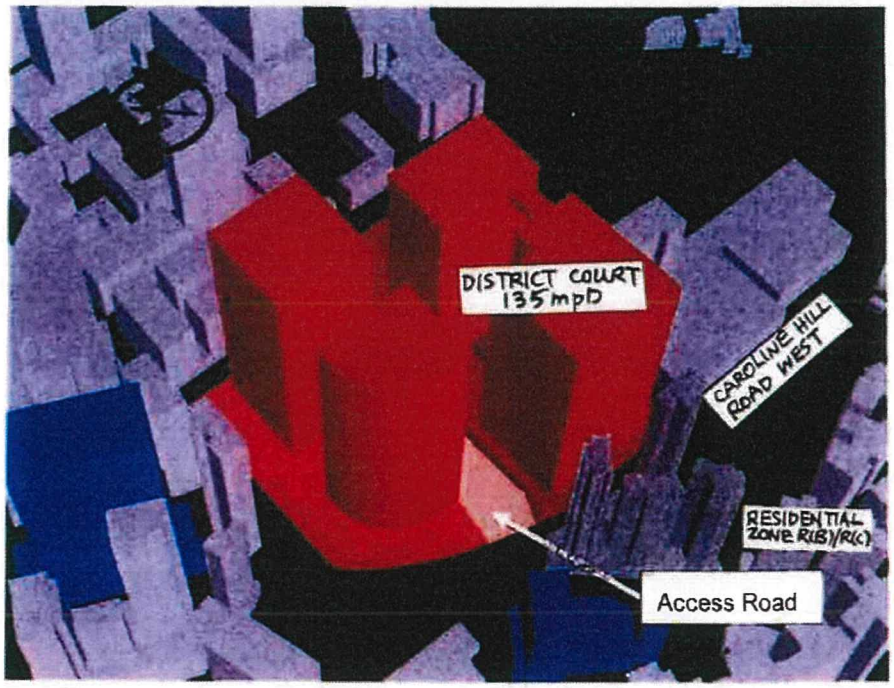
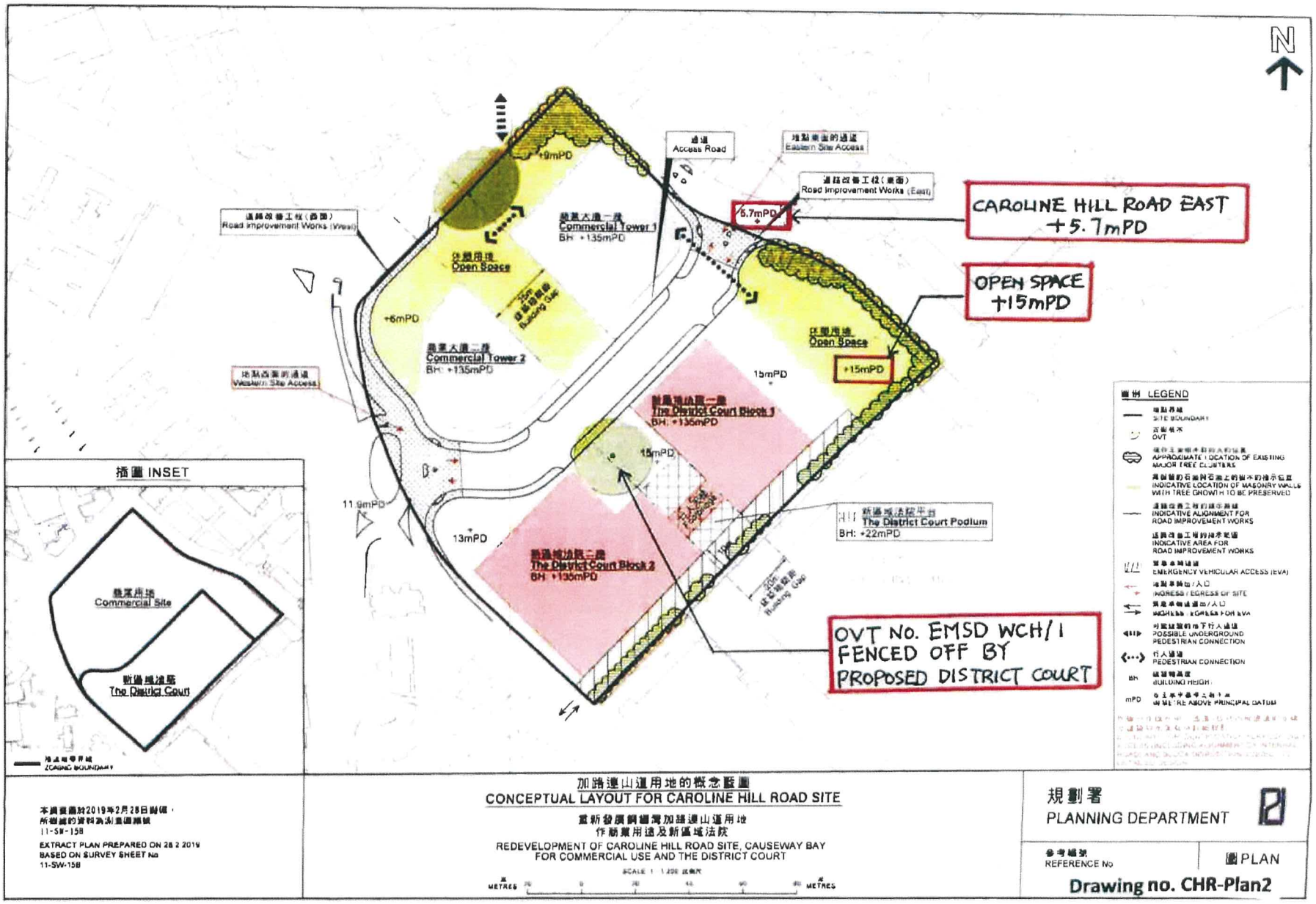


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

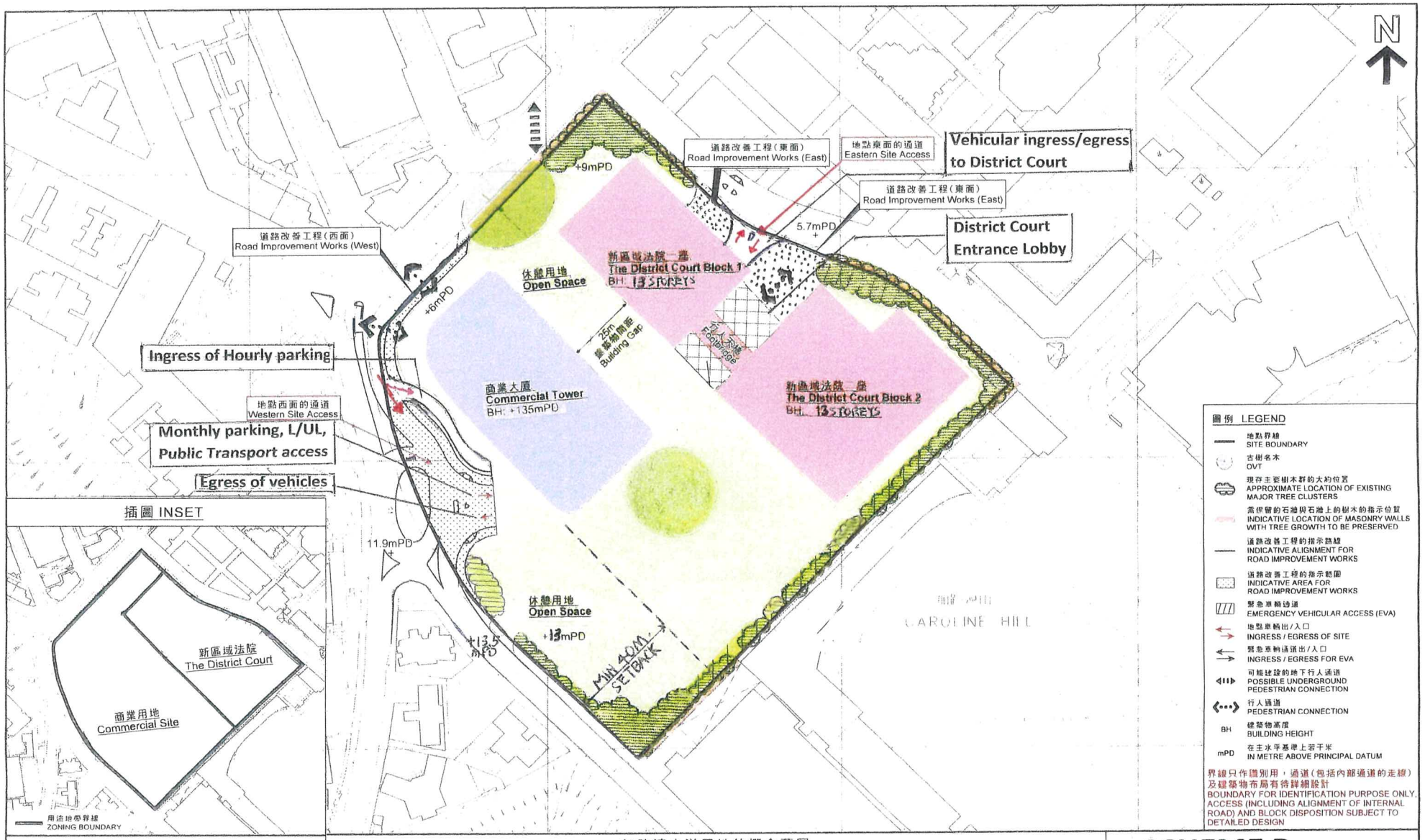
SCALE 1 : 1,250

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

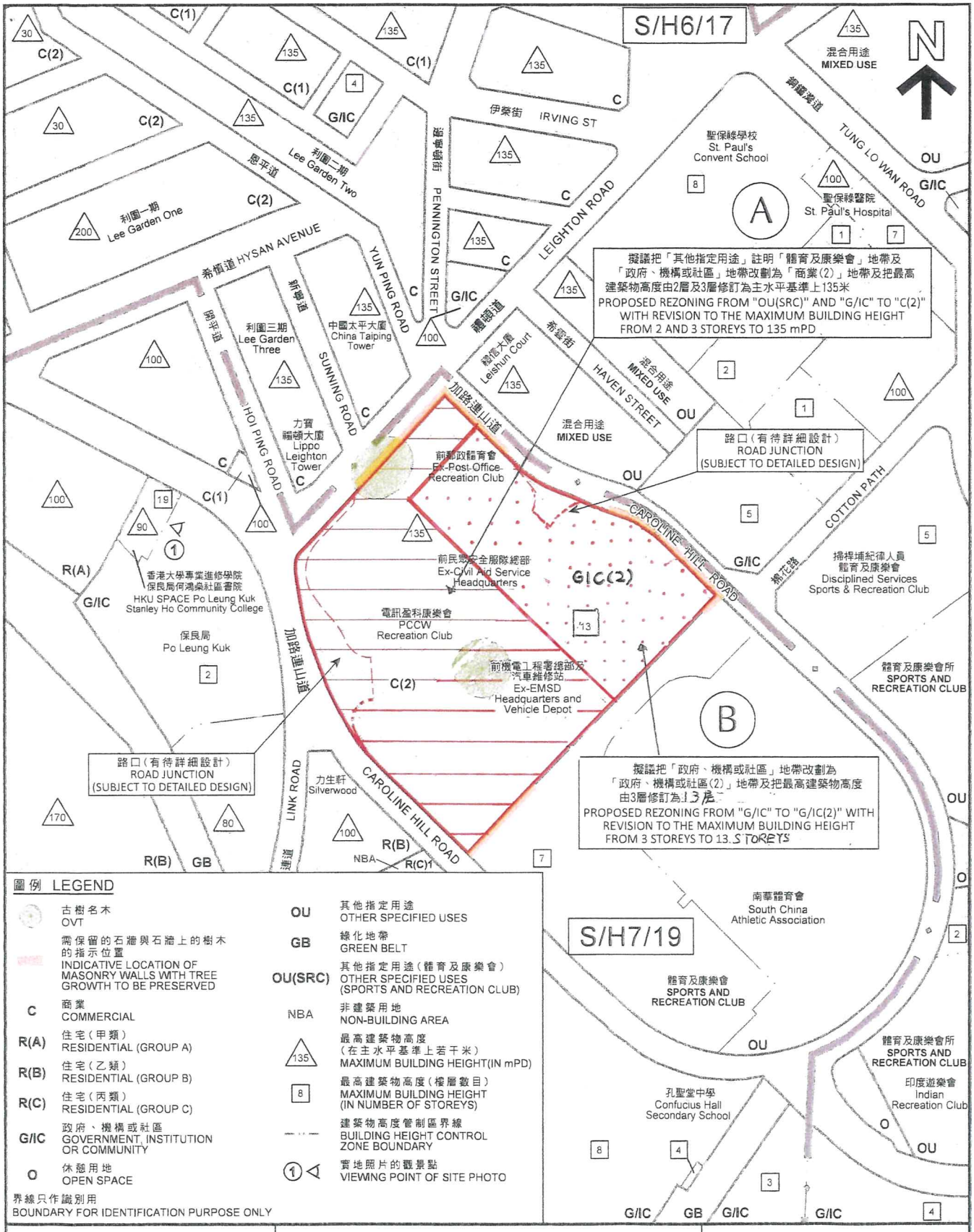
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

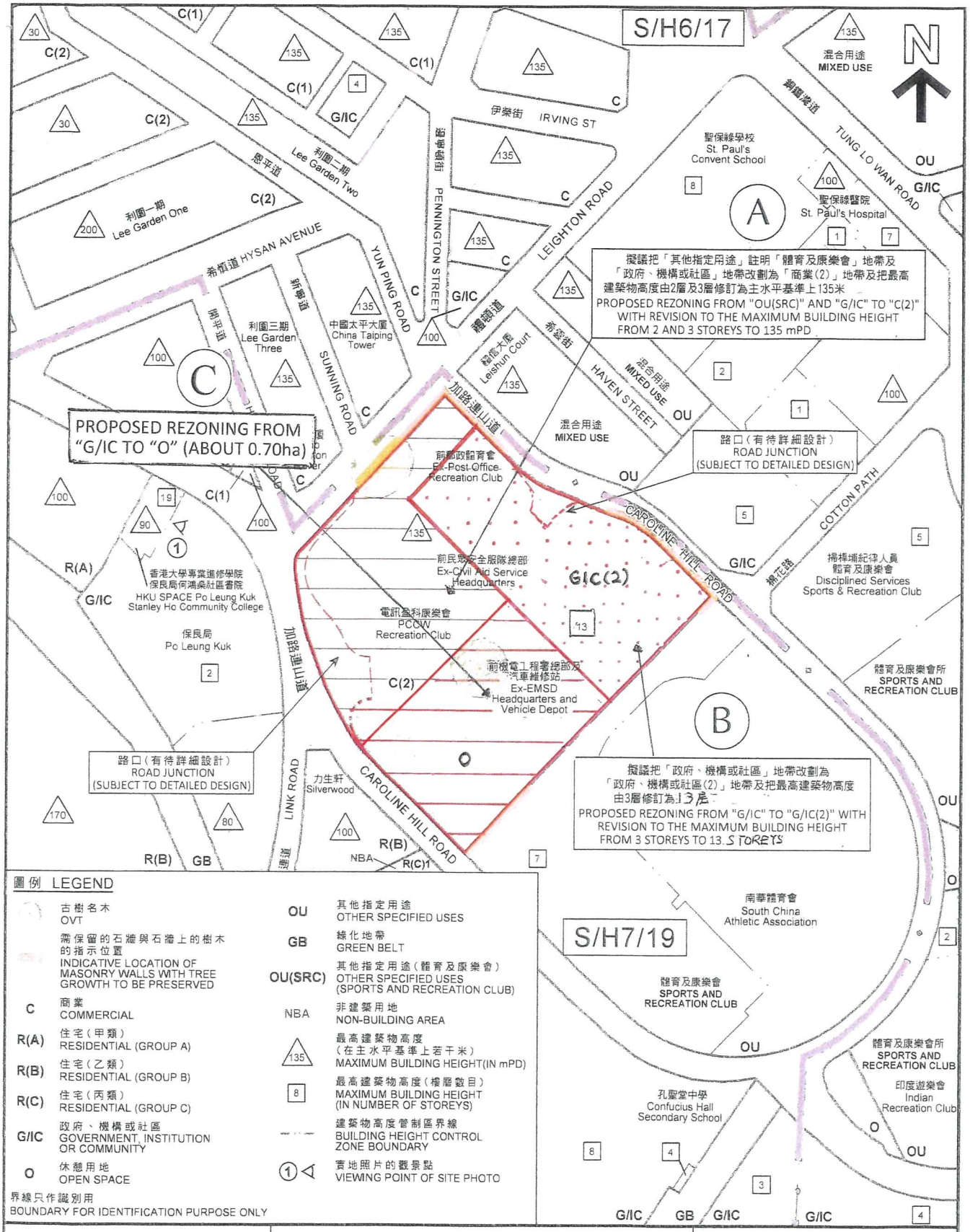
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
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本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-22

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee



We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. **Justification of a new access road across the site**

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 $feet^2$ commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: [signature]

Name: CHENG KIT KING PEGGOTY

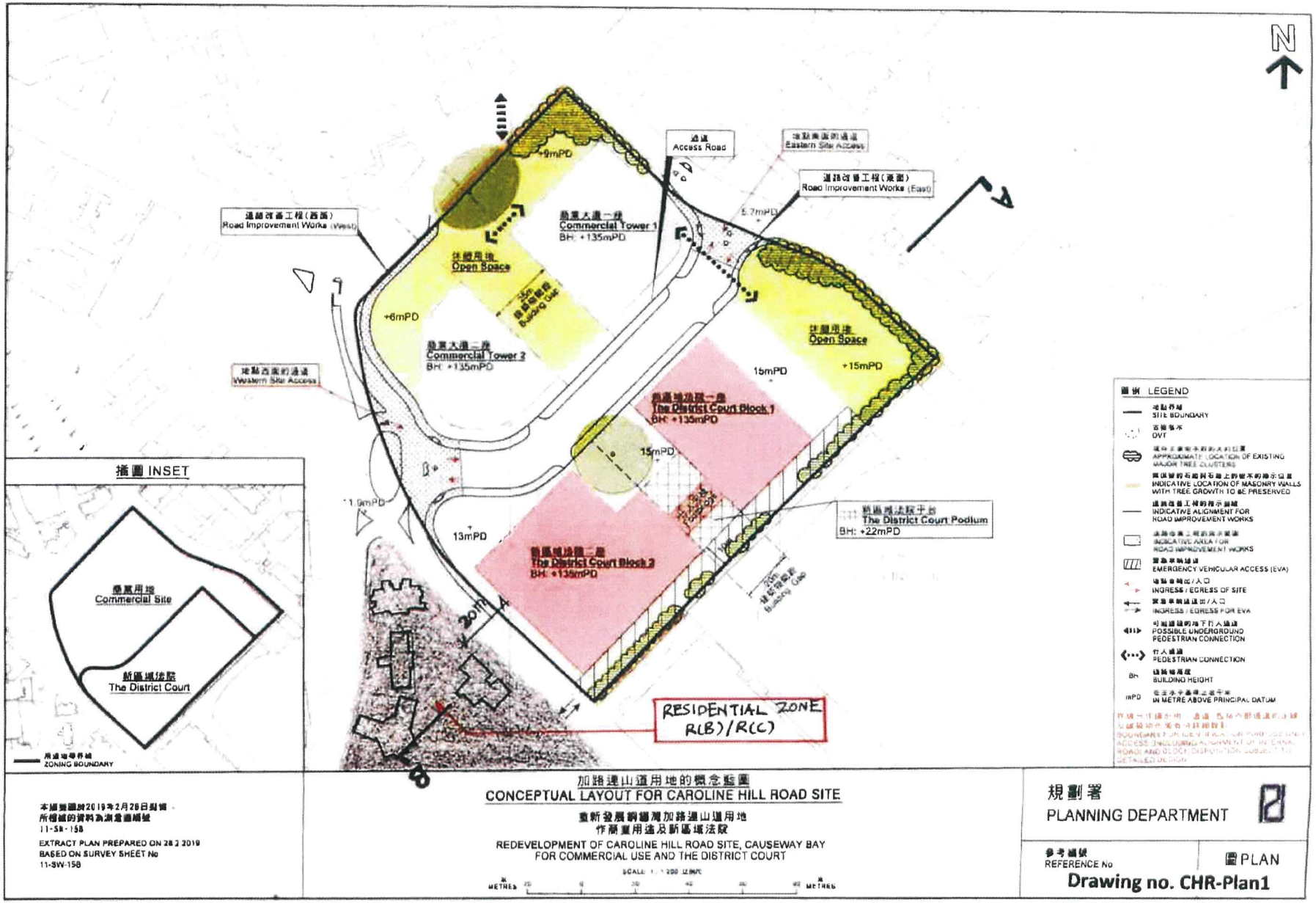
Name of Estate: Butler Towers

Position: CHAIRMAN

Email [redacted]

Date: July 22 2019

HKID# [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

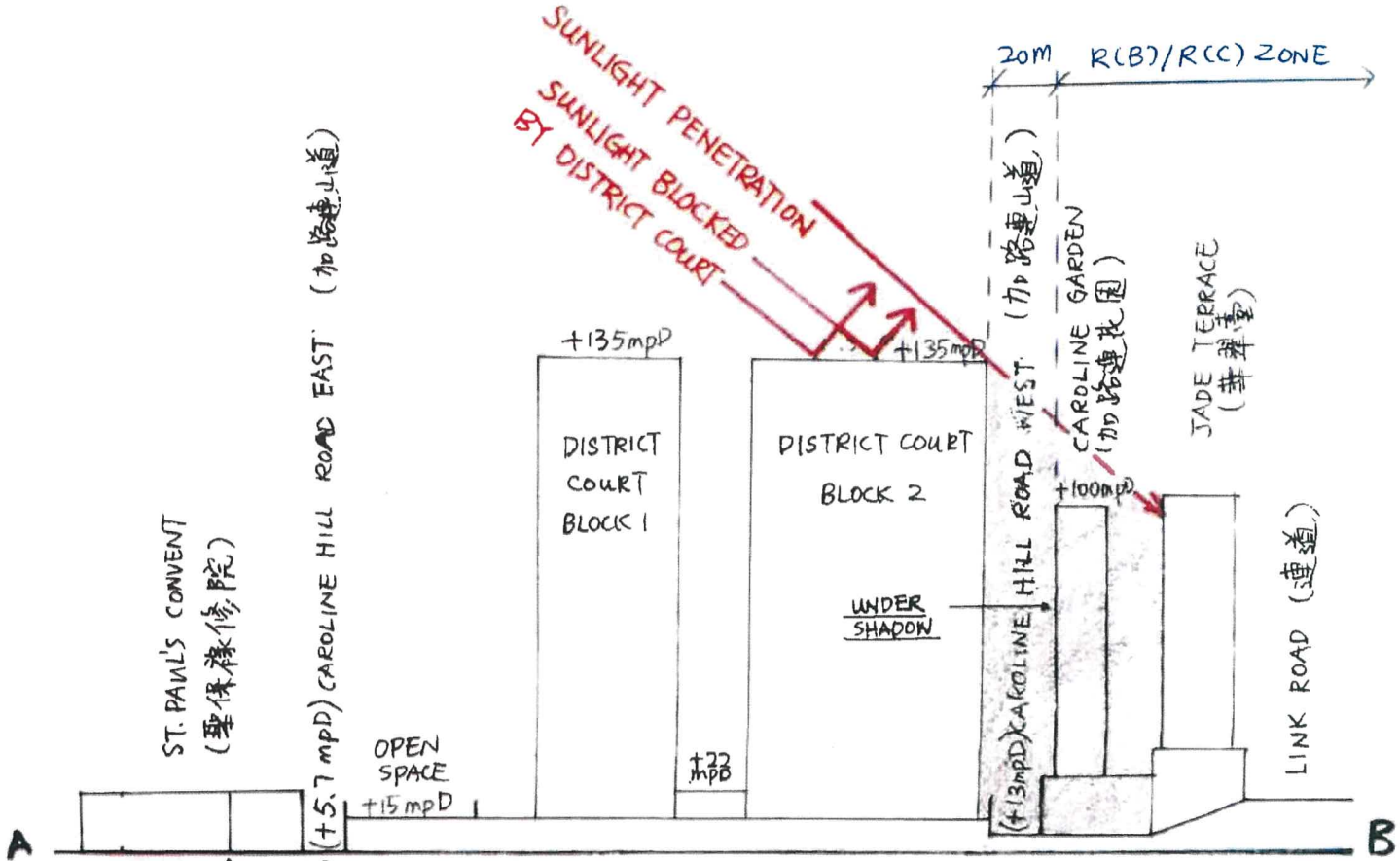
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規劃署
PLANNING DEPARTMENT

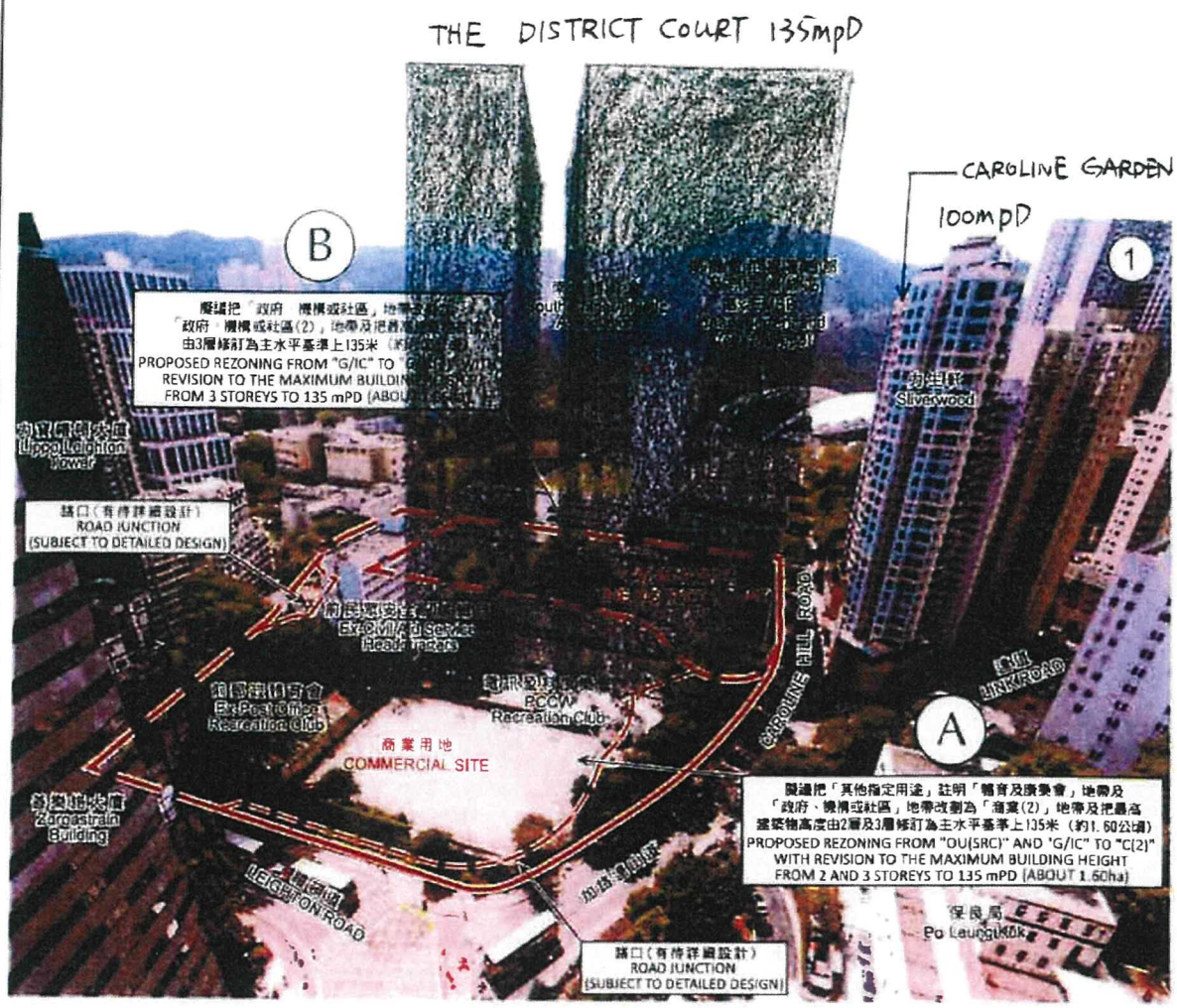
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

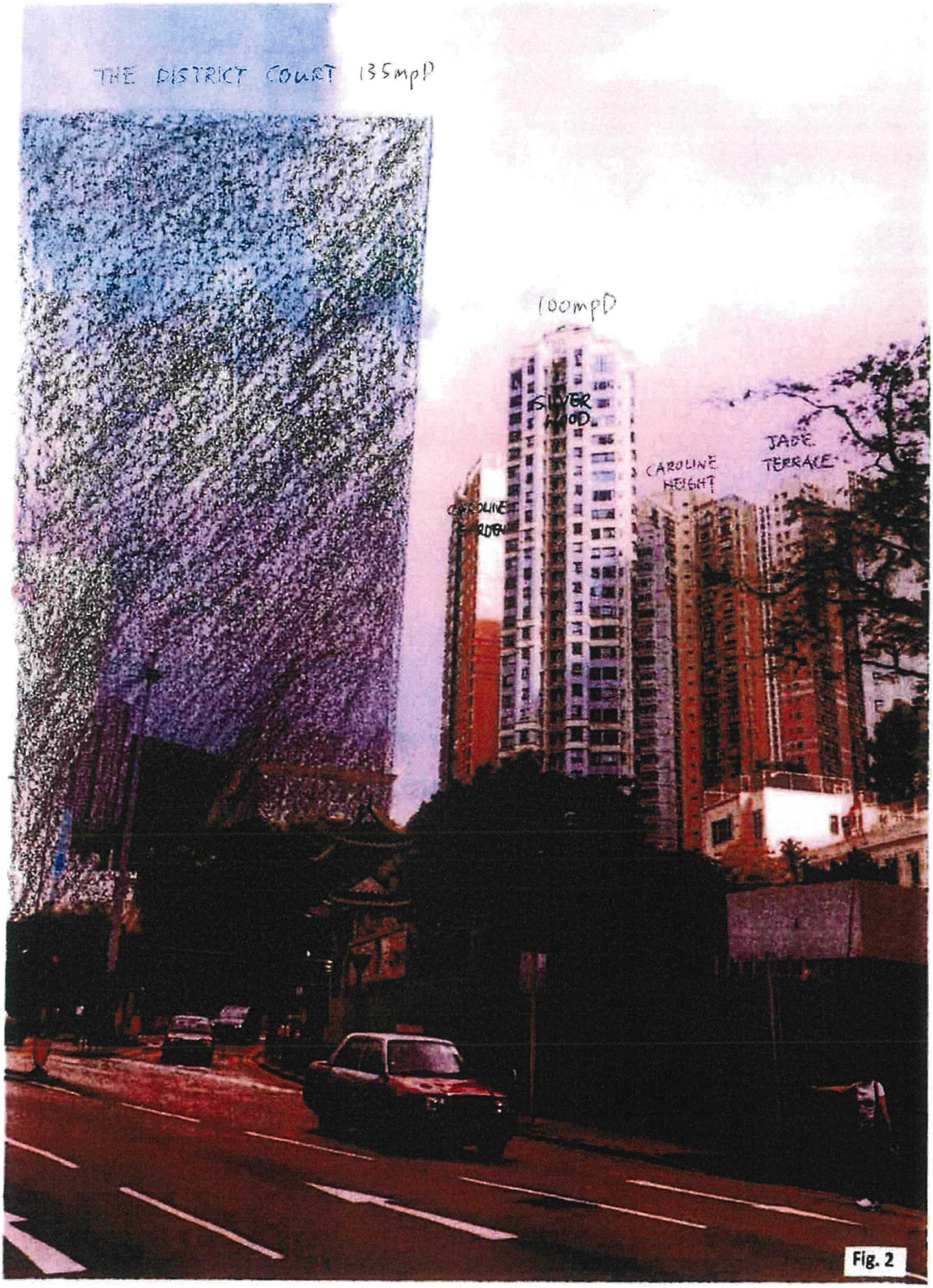

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

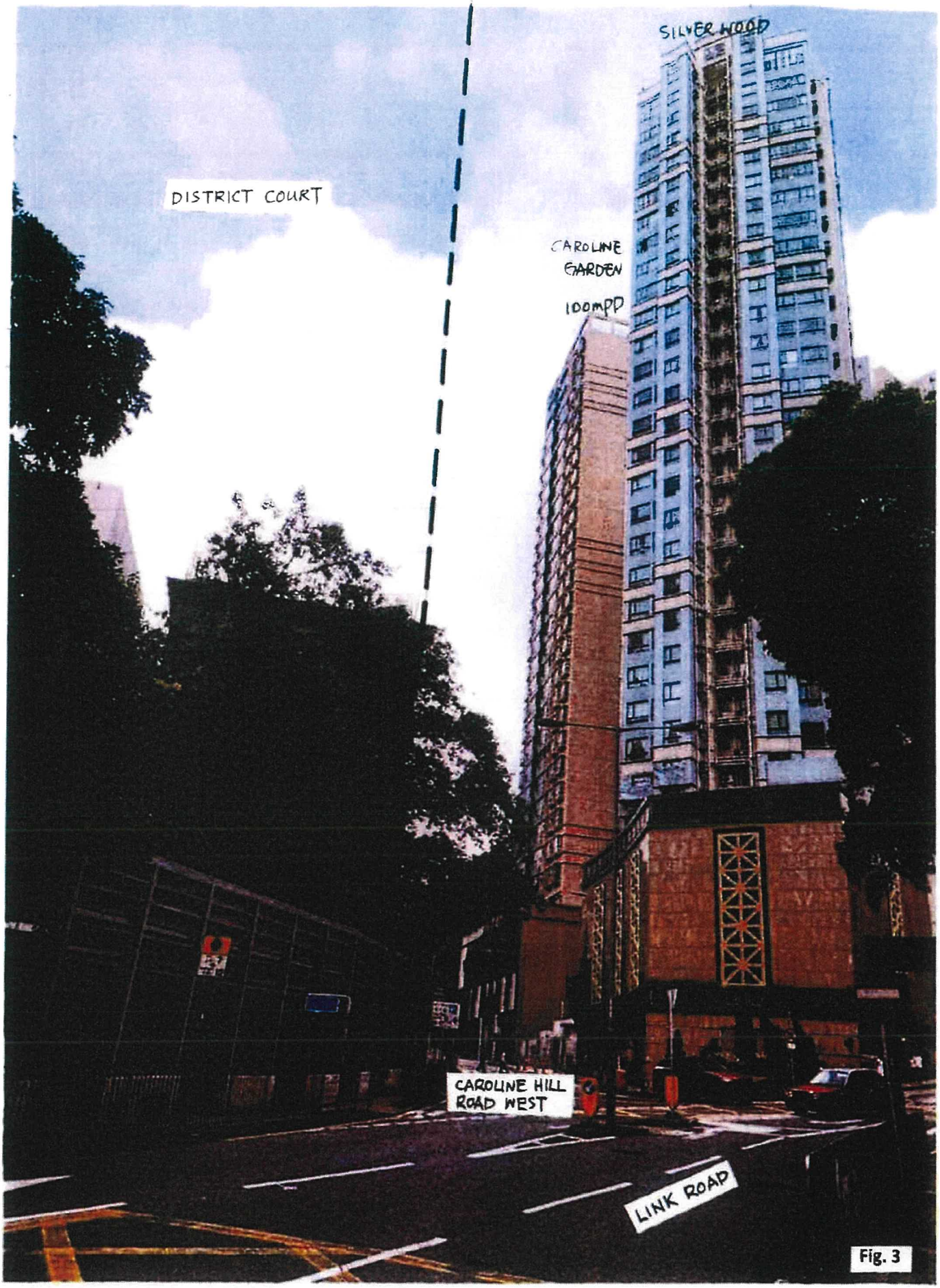

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

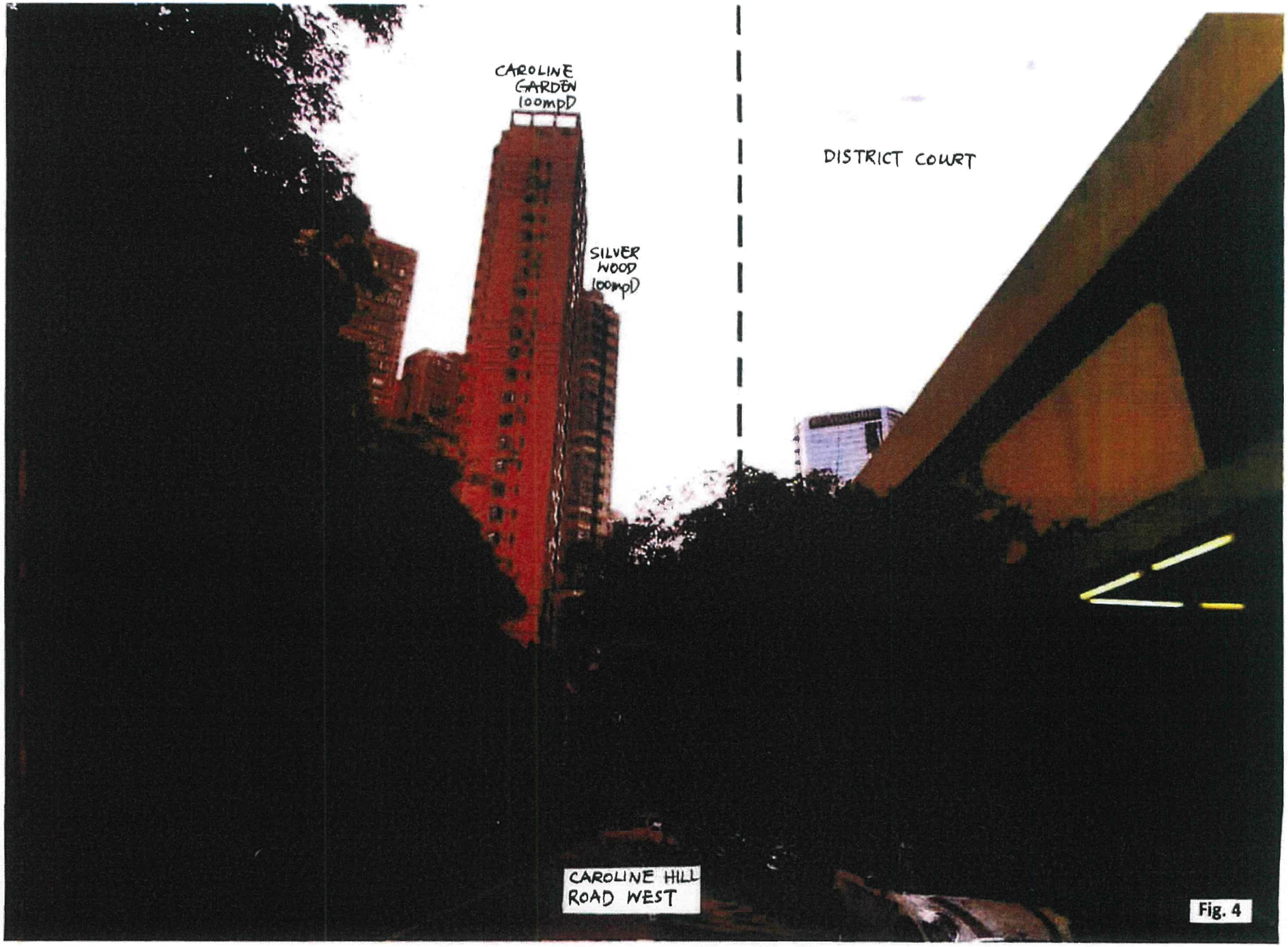

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

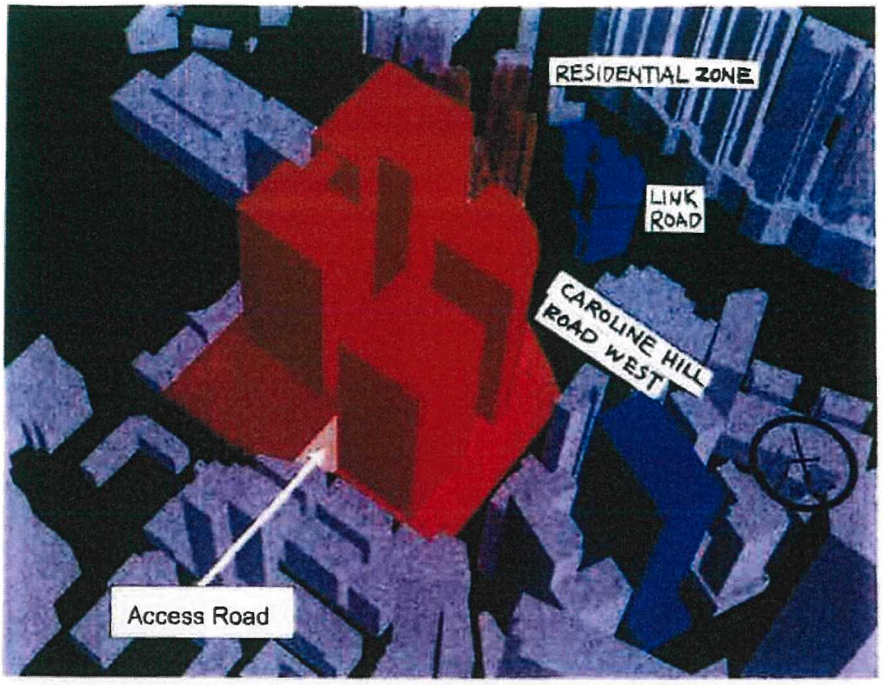


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

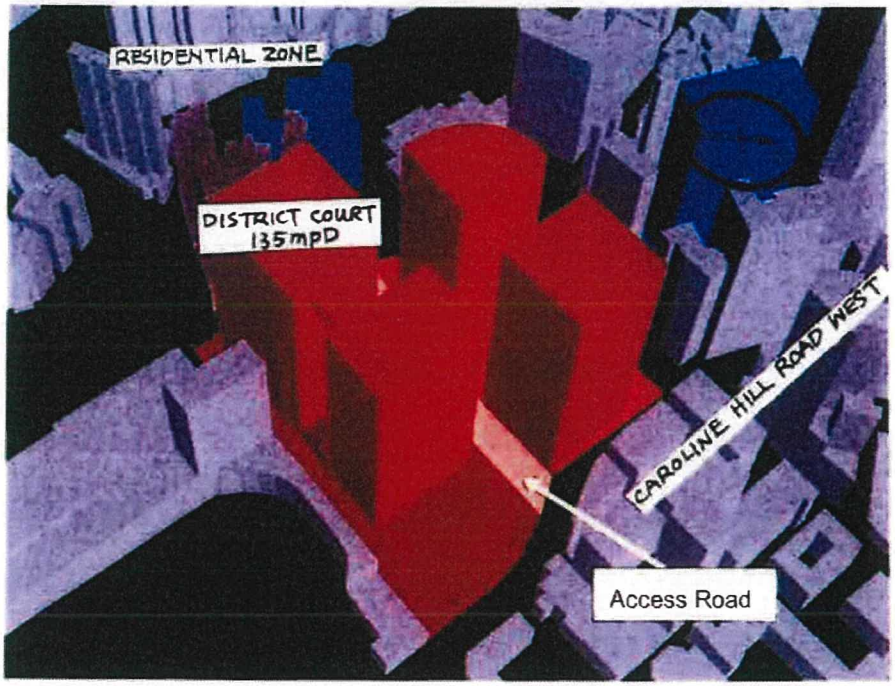


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

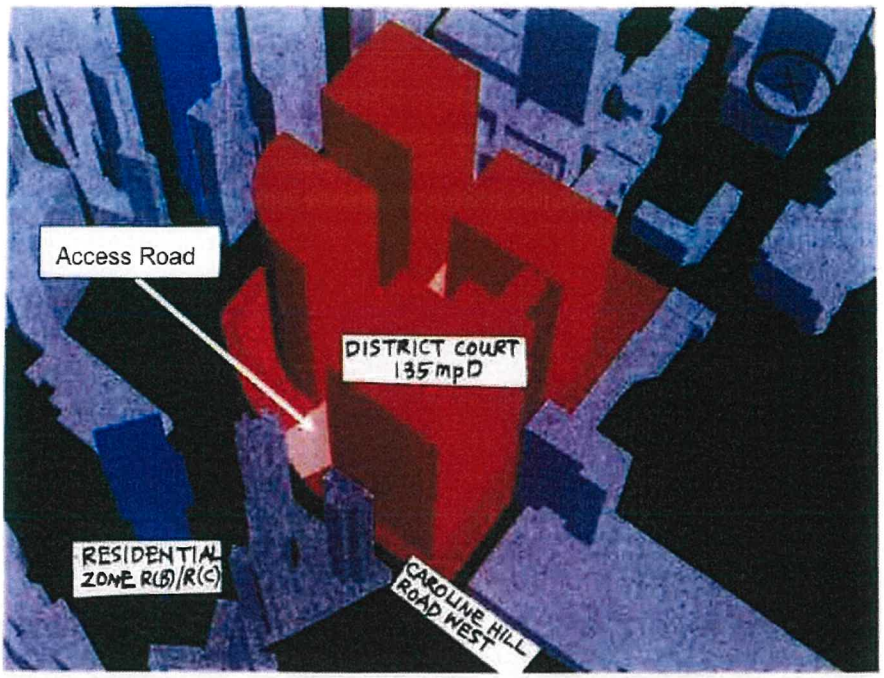


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

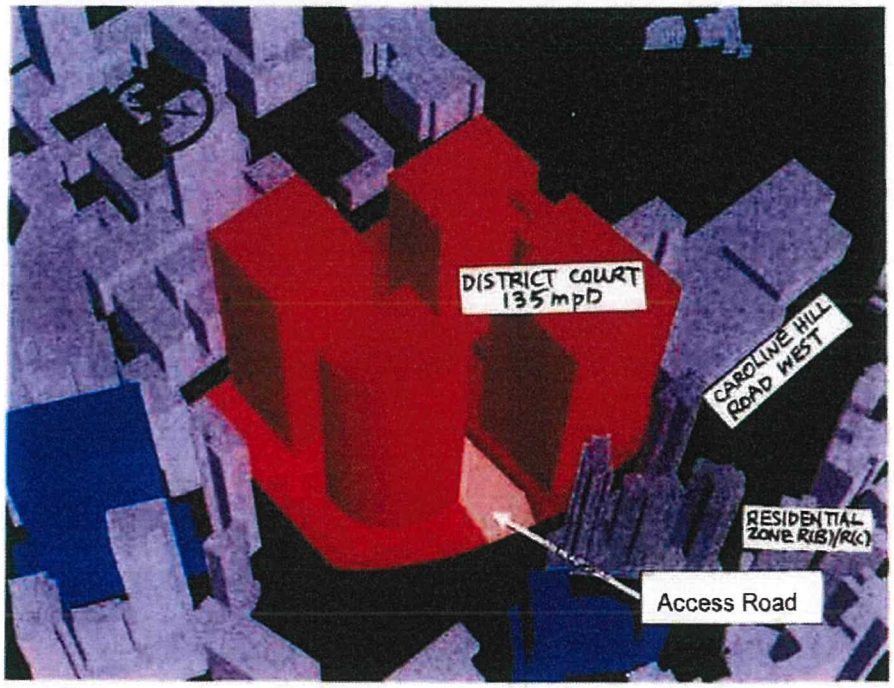
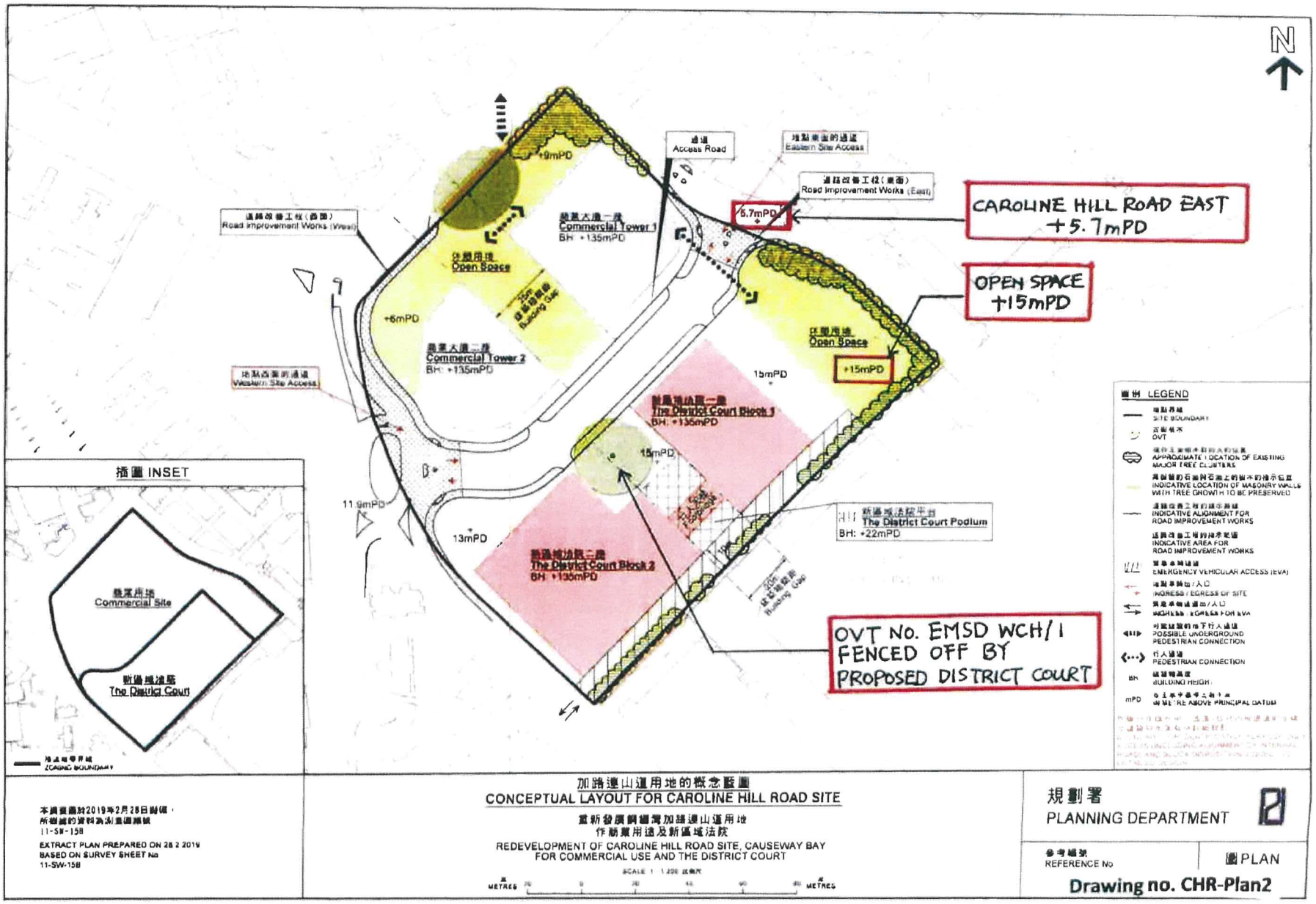


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

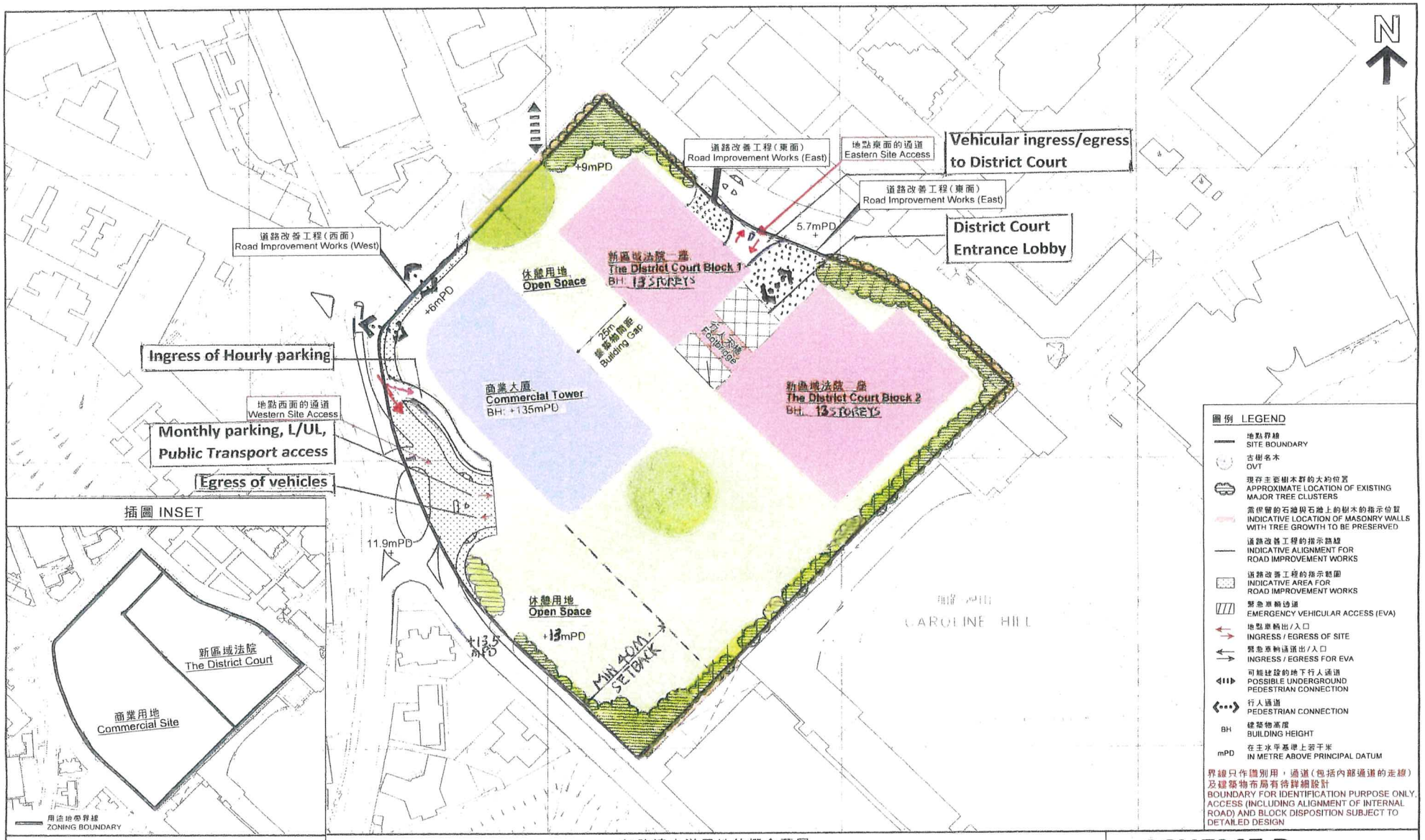
SCALE 1 : 1,250

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

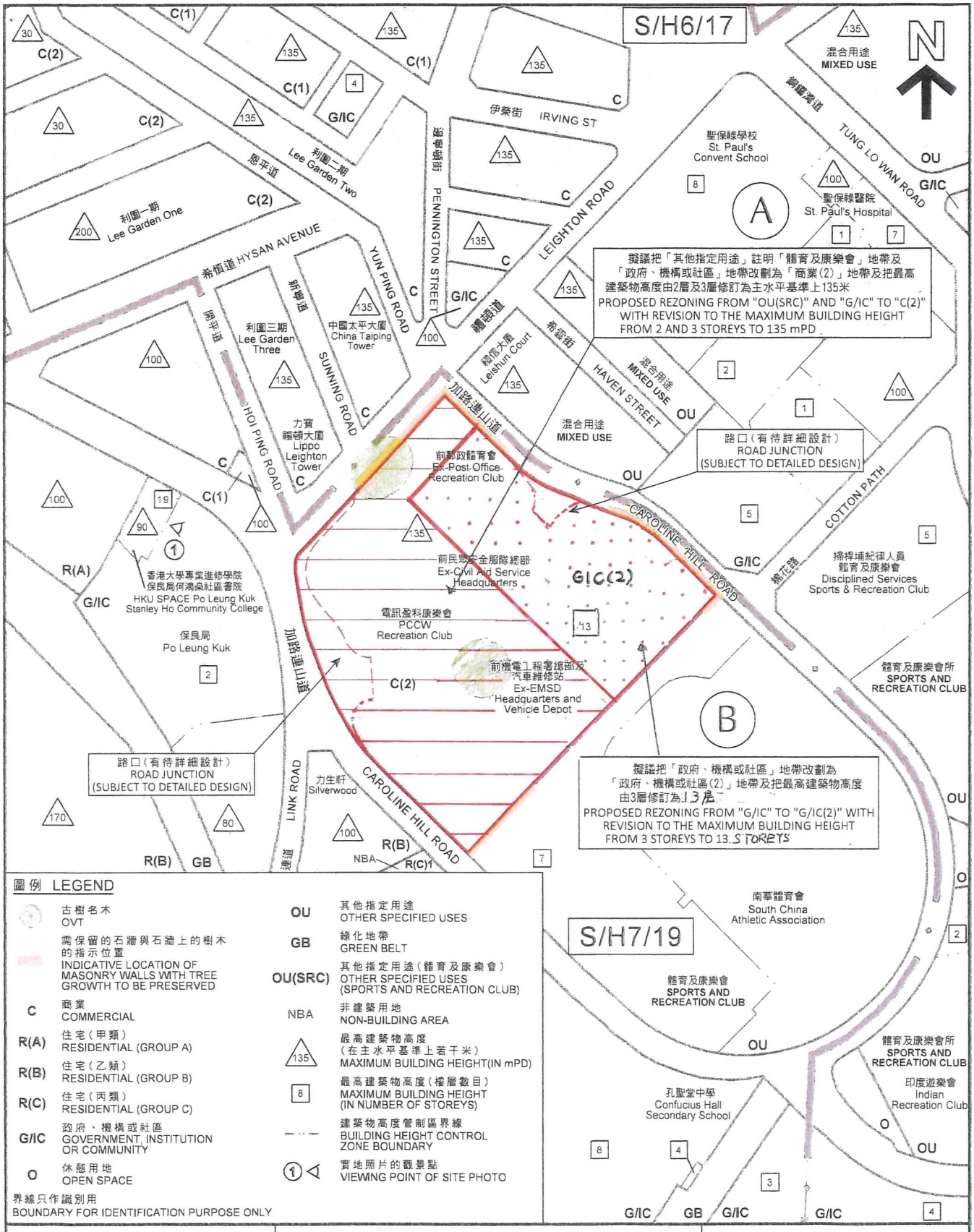
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

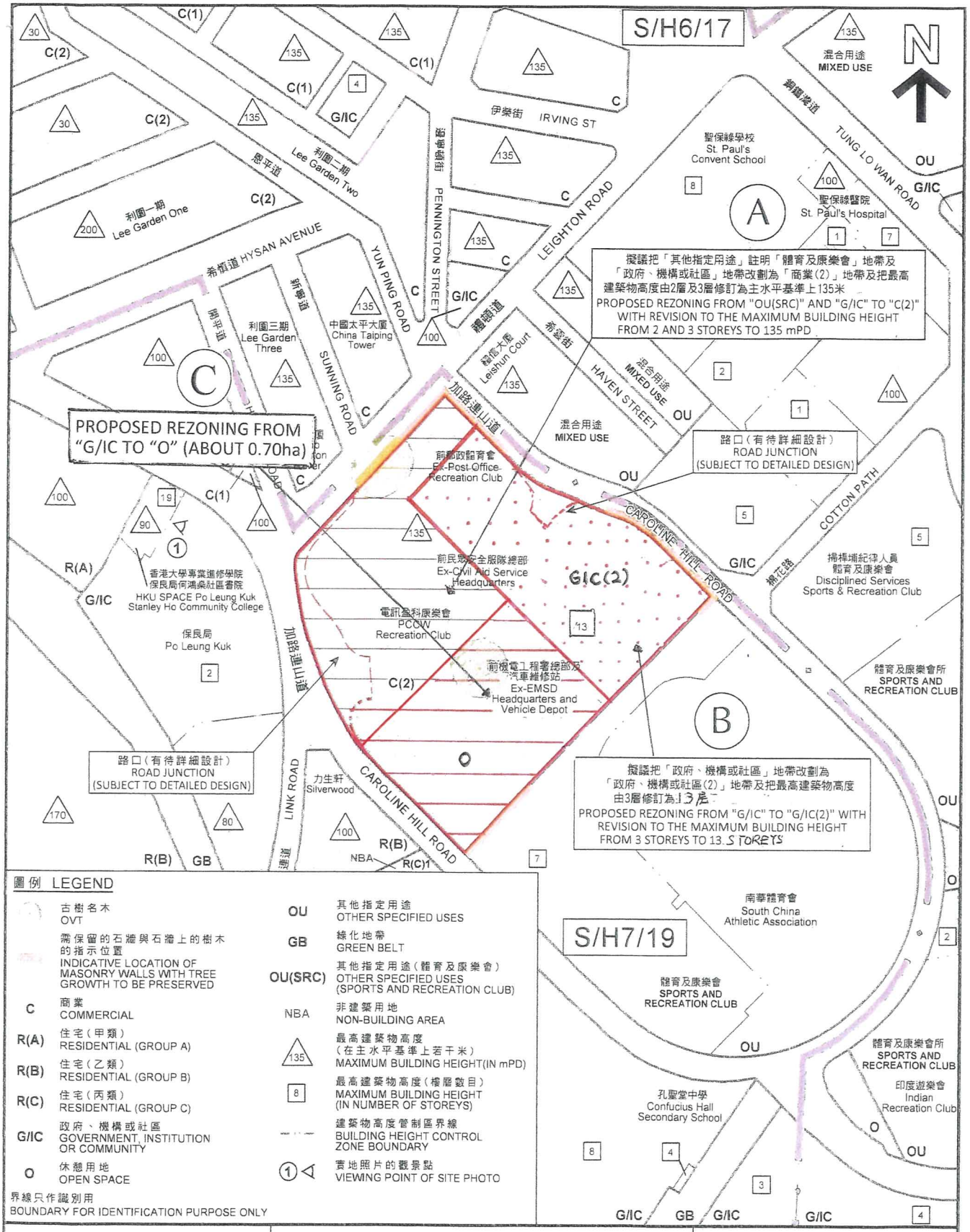
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
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本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

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平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-23

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

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24 JUL 2019
Town Planning Board

507

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. **Justification of the Height of the District Court**

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. **Justification of a new access road across the site**

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 $feet^2$ commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: [redacted]

Name: HUI NGOK HING DANIEL

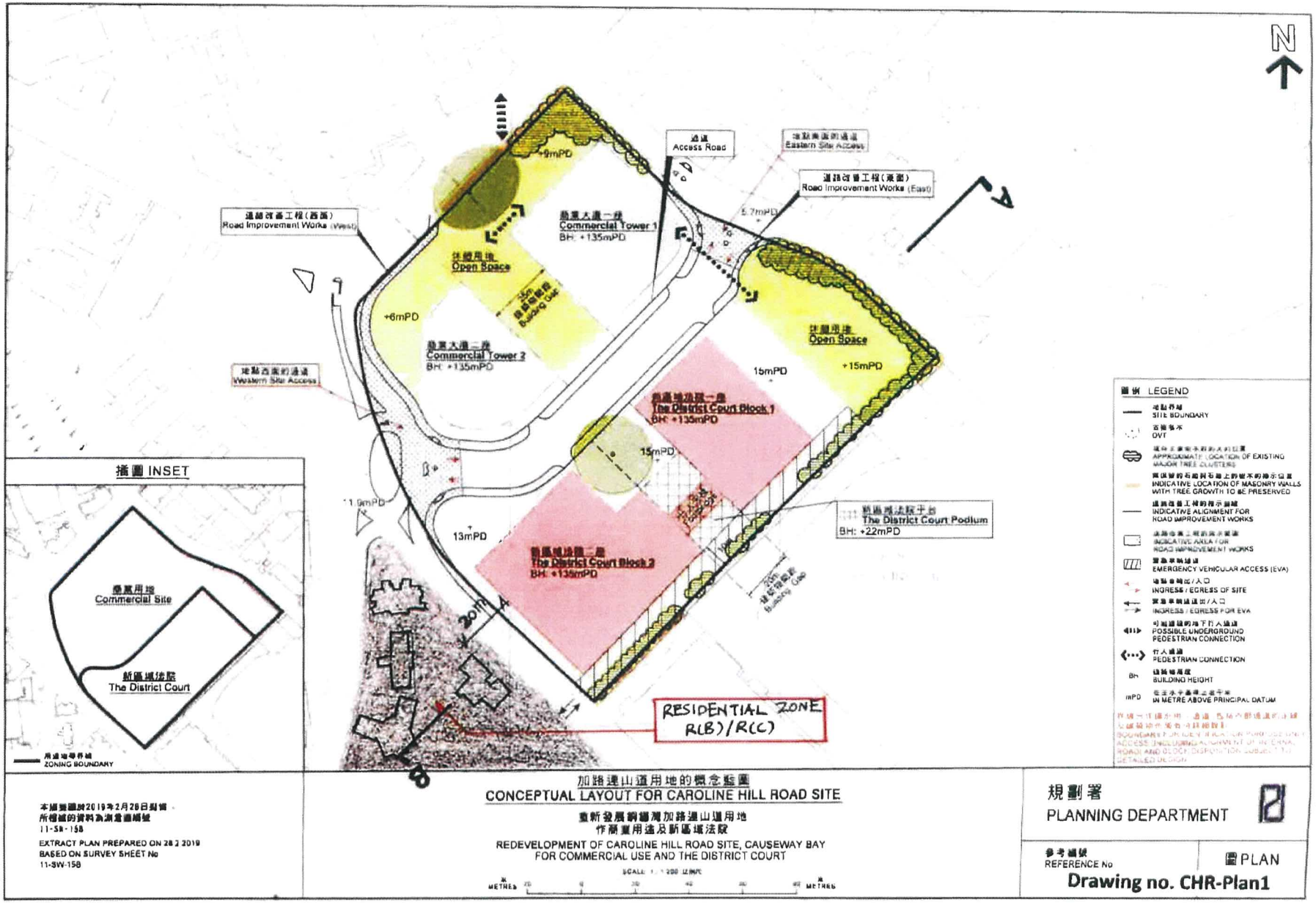
Name of Estate: [redacted]

Position: CHAIRMAN OF THE INCORPORATED OWNER OF CAVENDISH HEIGHTS (BLOCKS 1-7)

Email: [redacted]

Date: 23-7-2019

HKID: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

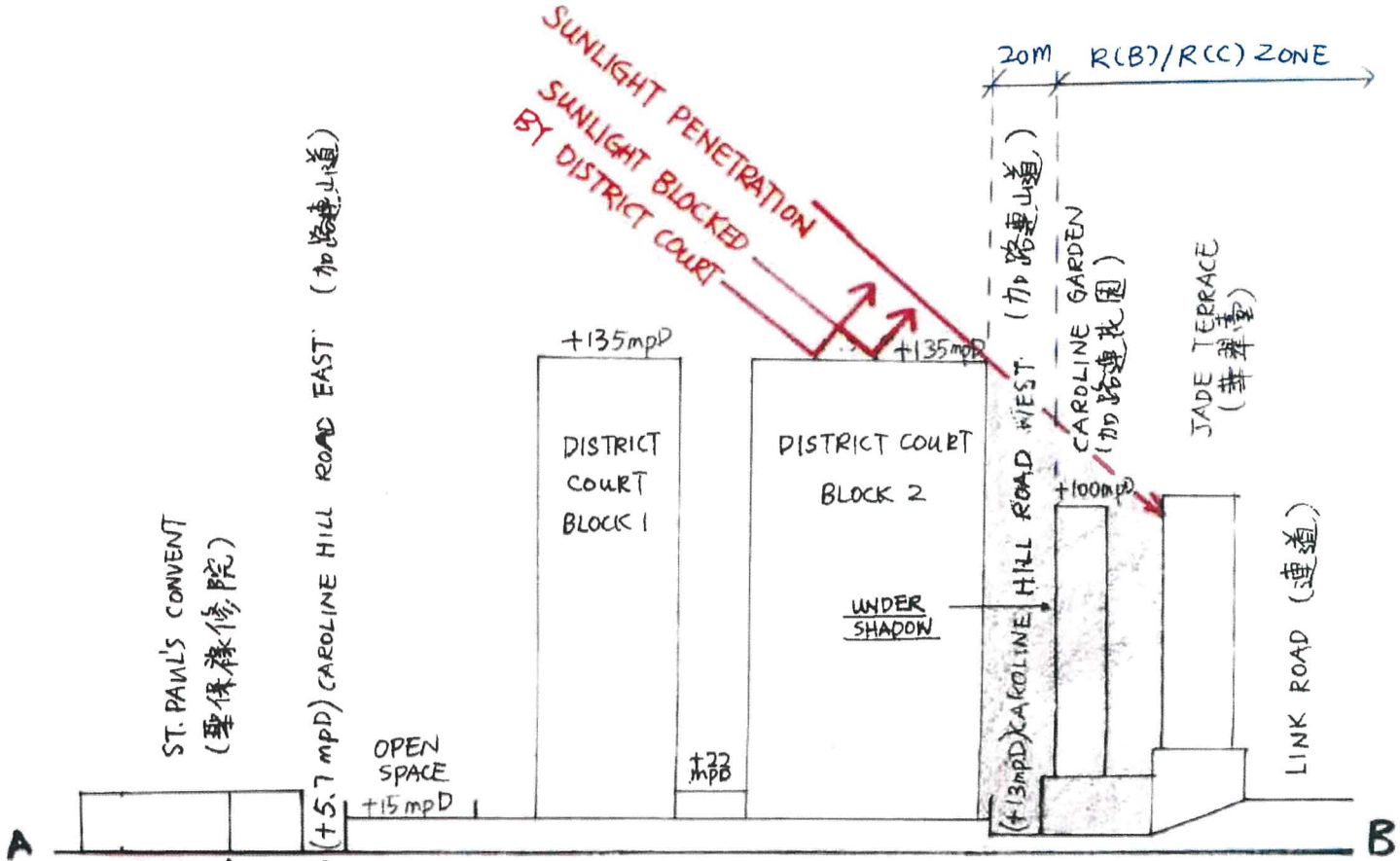
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規劃署
PLANNING DEPARTMENT

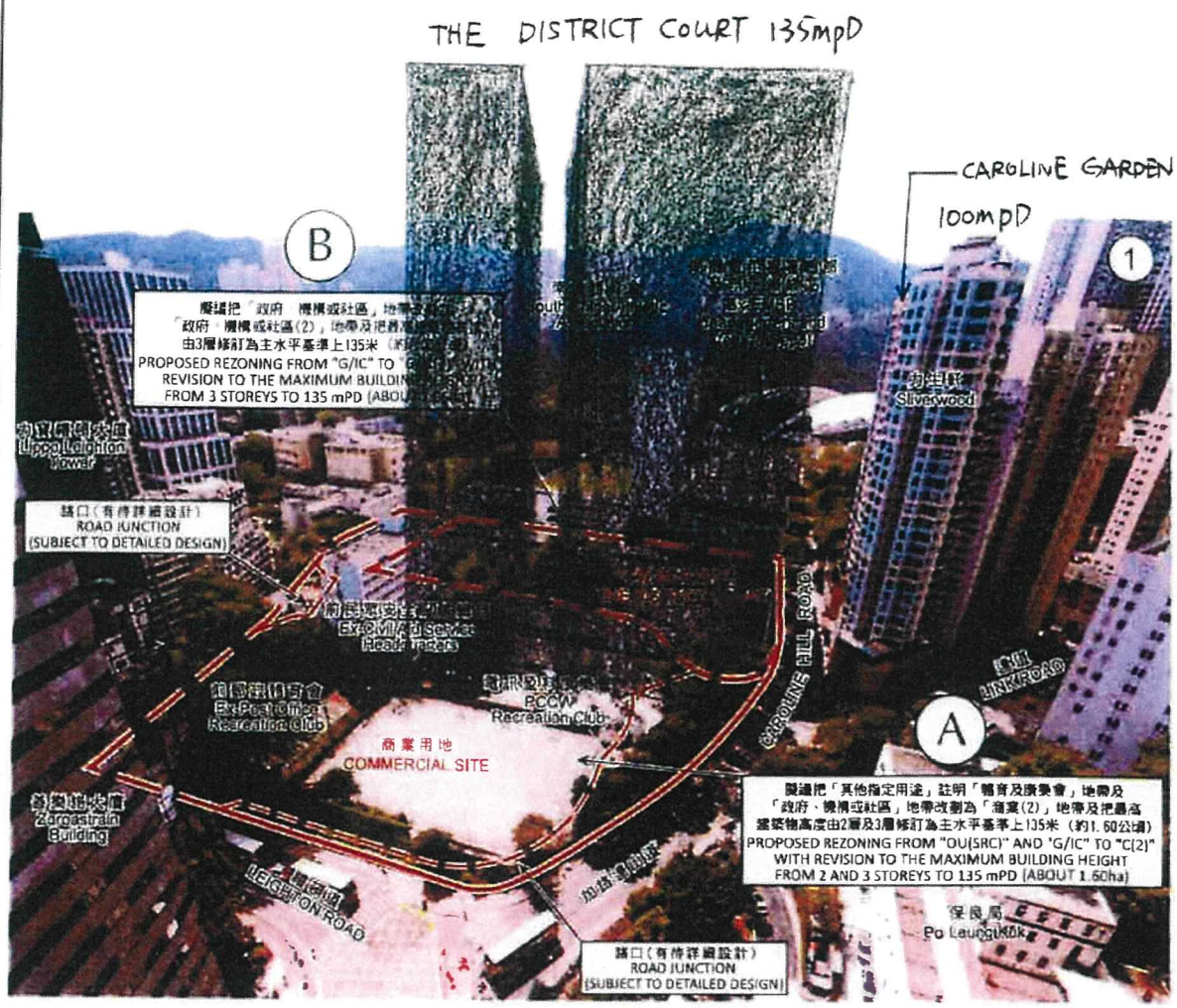
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

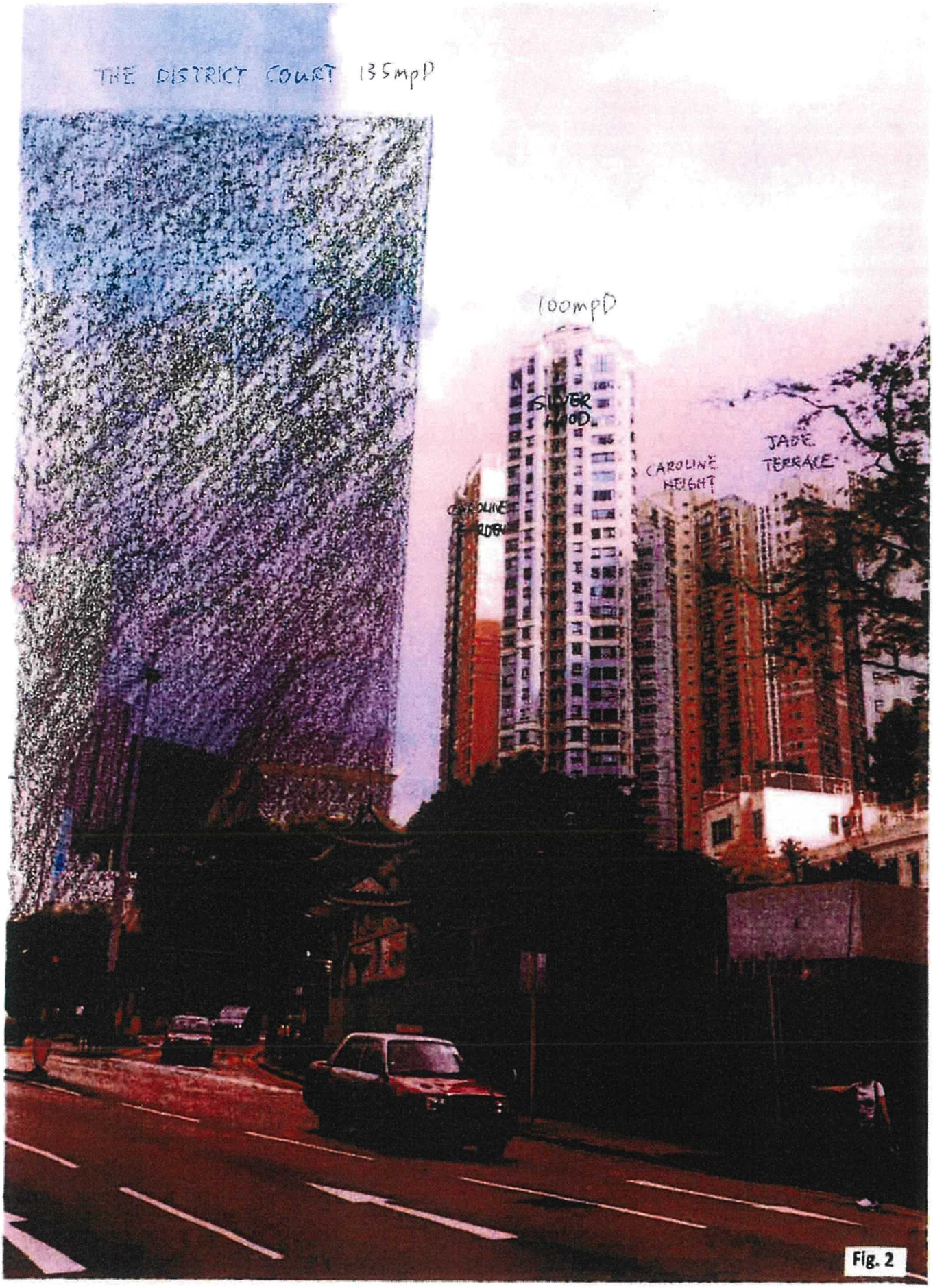

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

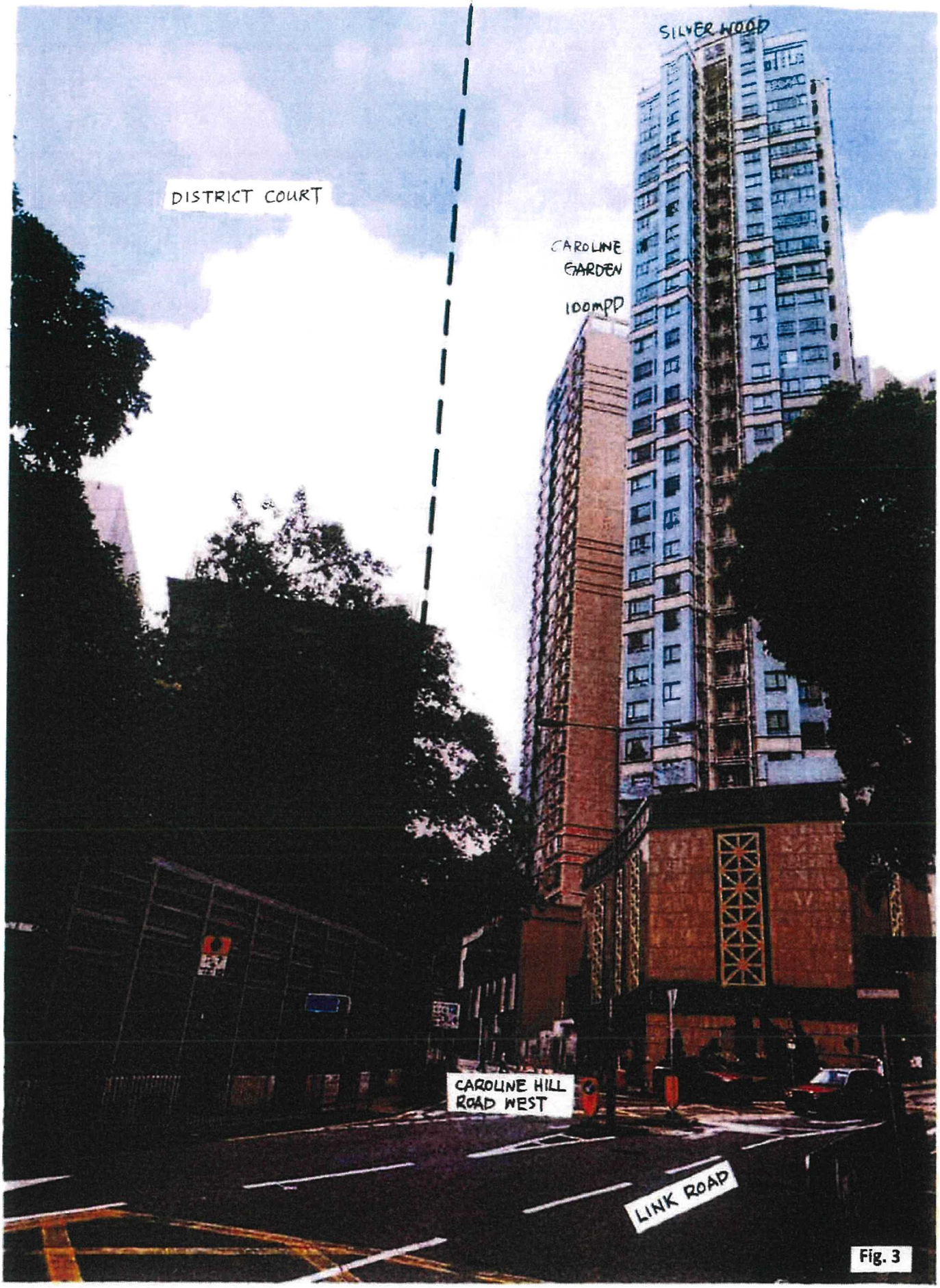

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

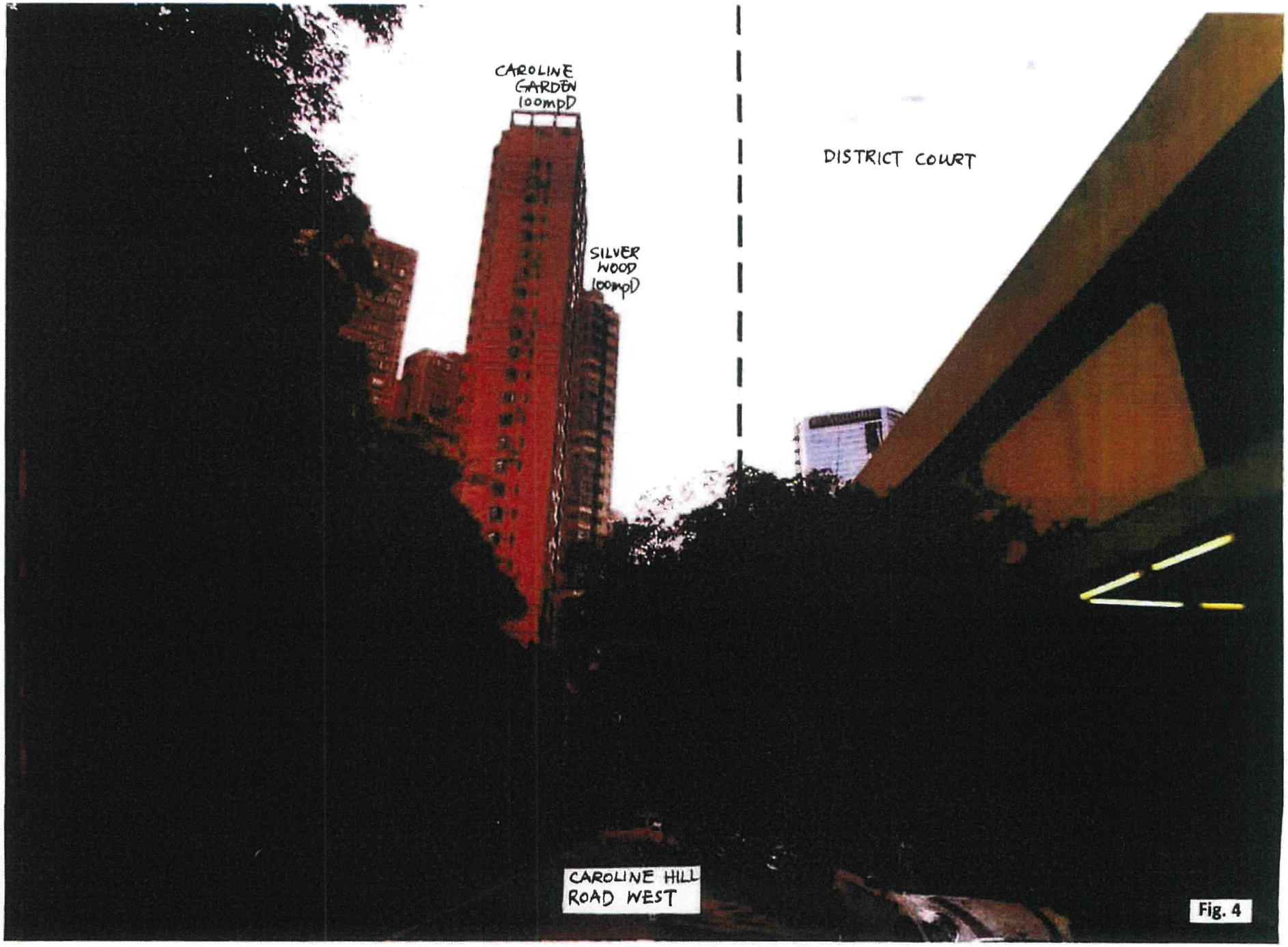

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

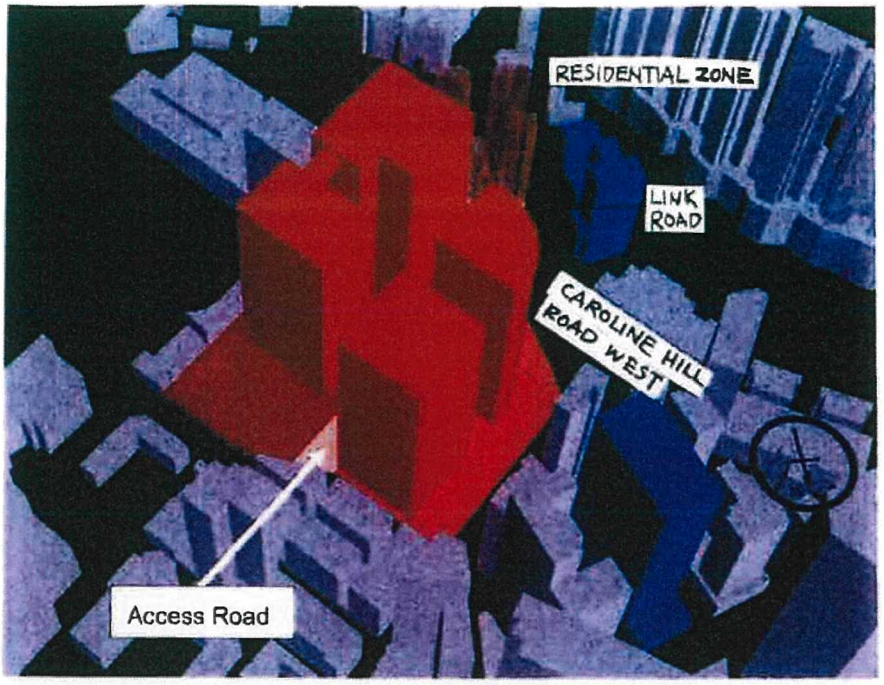


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

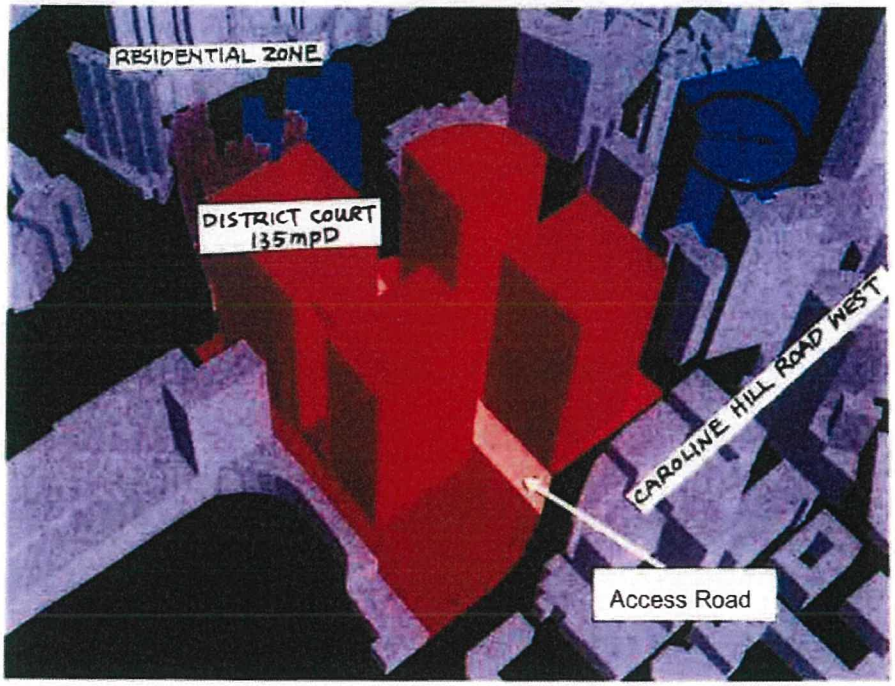


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

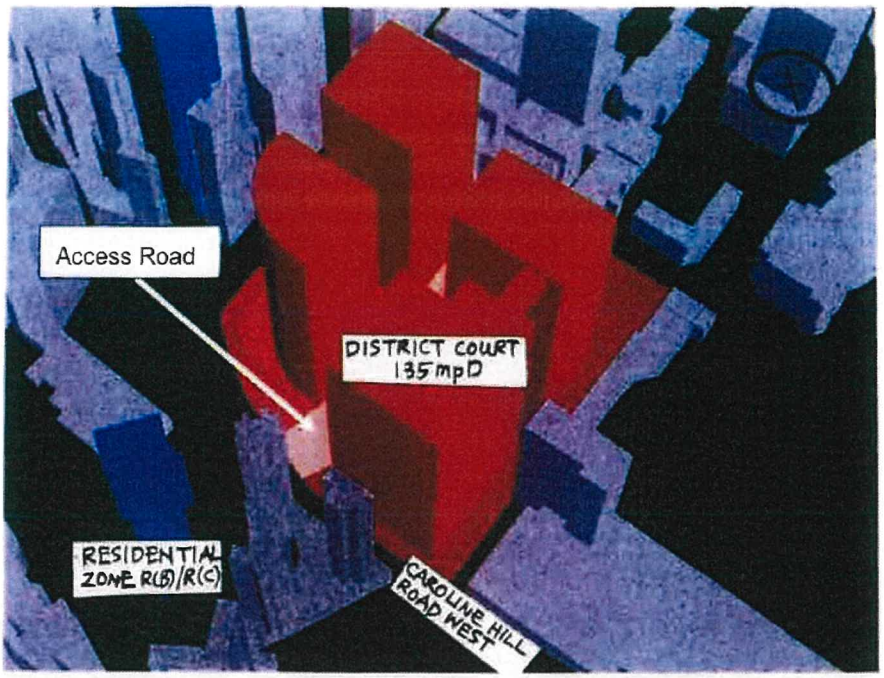


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

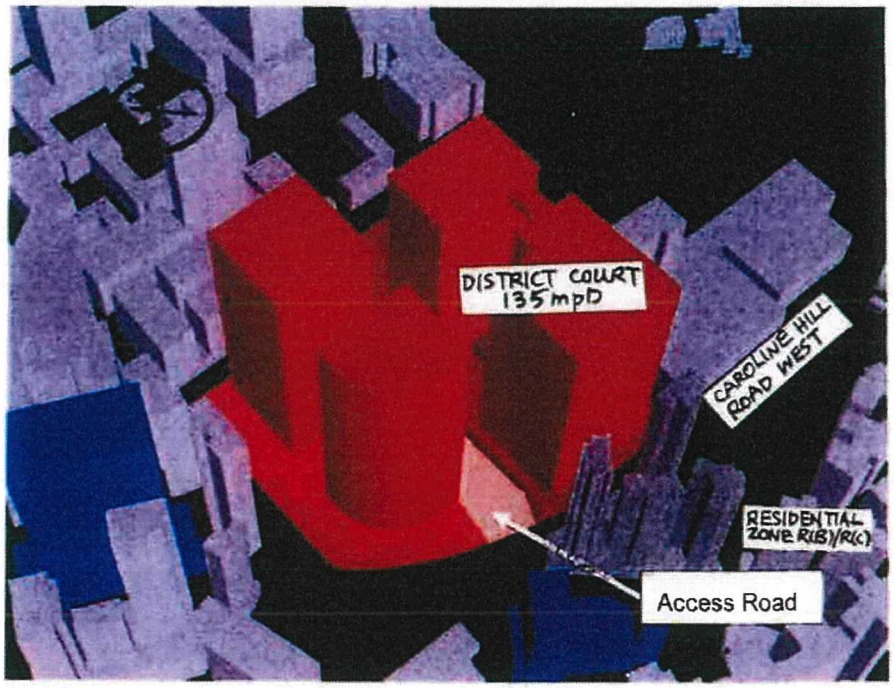
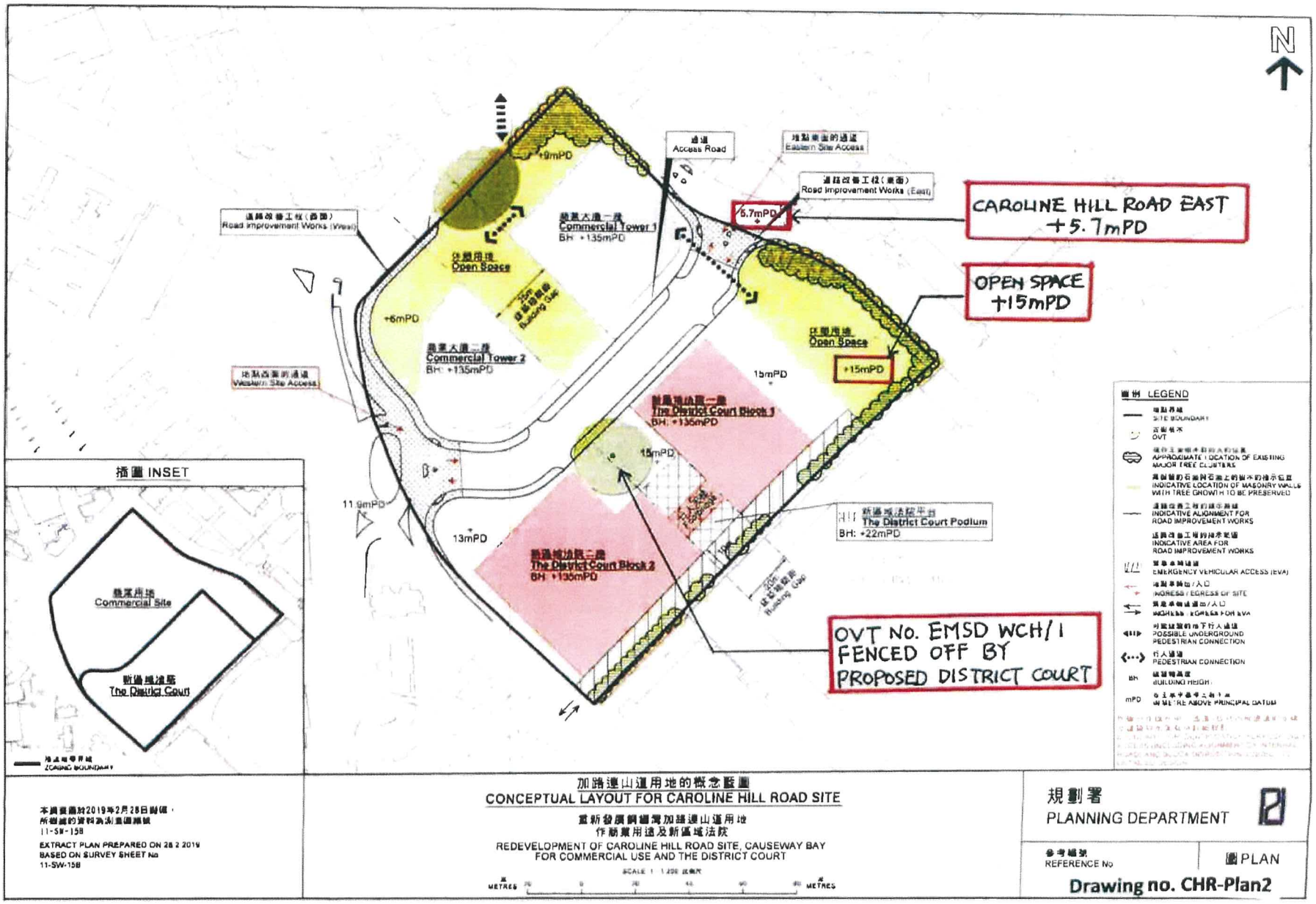


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

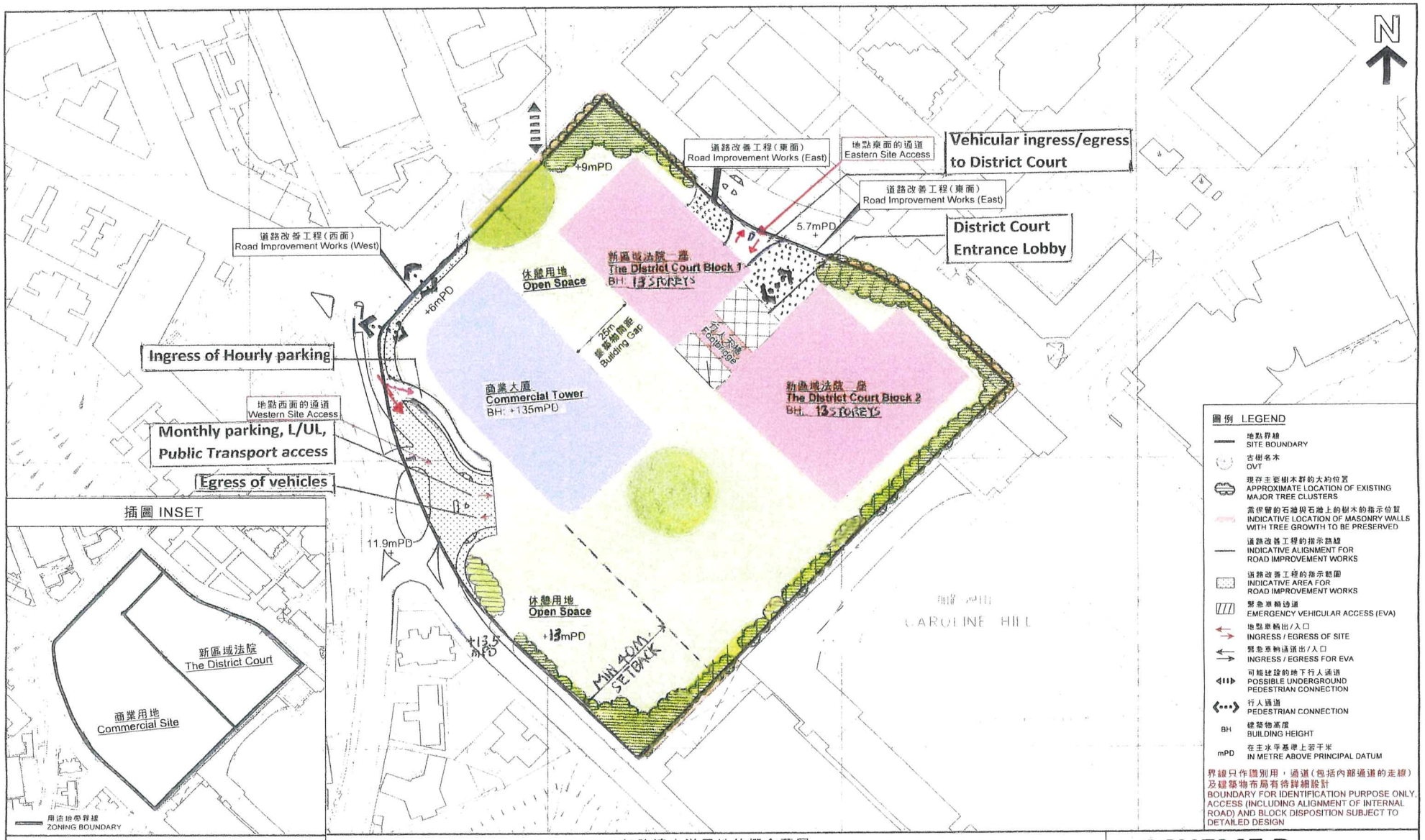
SCALE 1 : 1,250

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

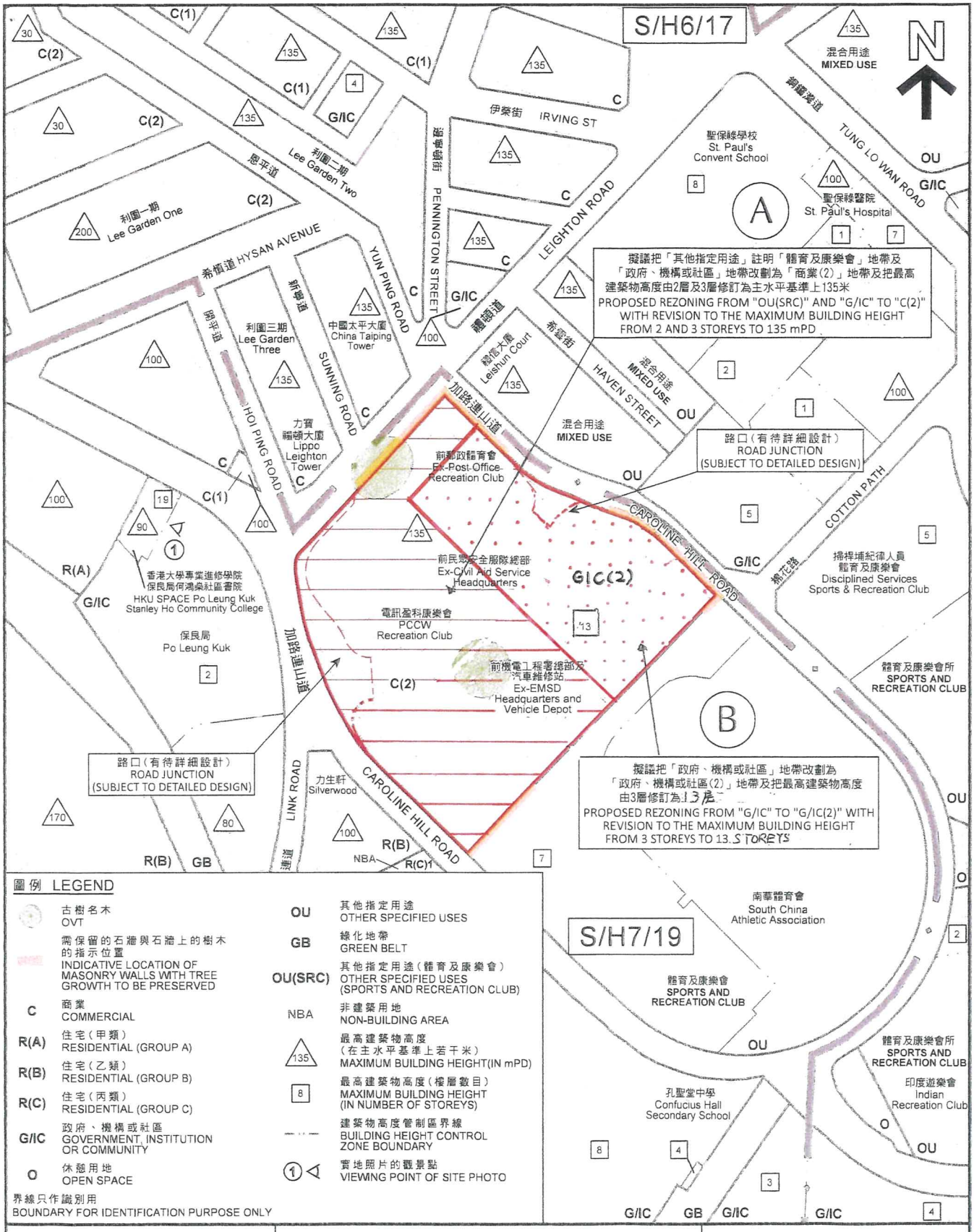
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

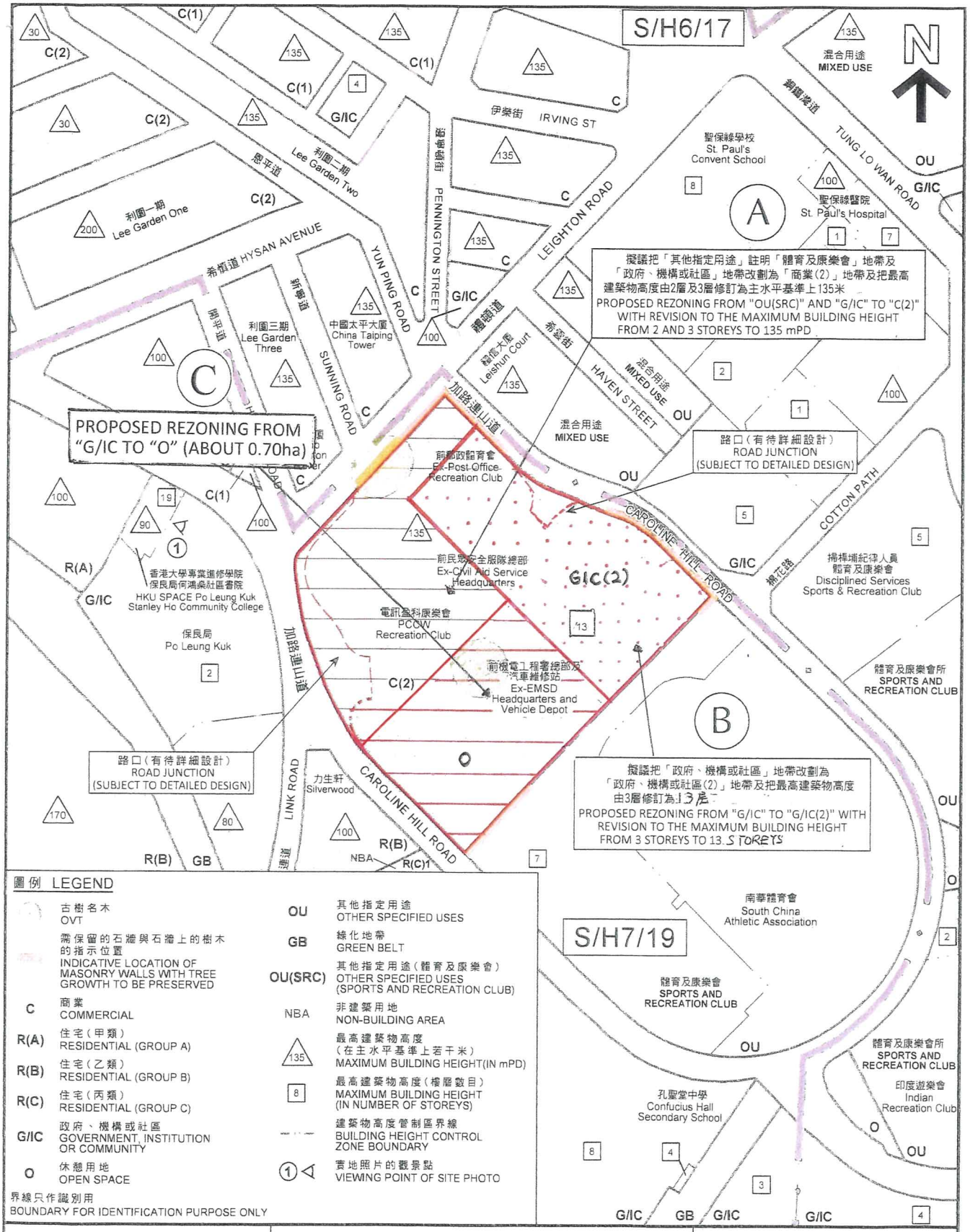
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

Jardine's Lookout Concern Group

TPB/R/S/H7/20-24

23rd July 2019

Dear Secretary of the Town Planning Board,

We are writing to make a representation against the amendment items in the Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

We are concerned about the proposal to change the land use in the Caroline Hill Road site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, and the provision of District Court with revision to the maximum building height from 3 storeys to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The Traffic Impact Assessment report conducted two years ago failed to reflect the latest situations in the community. The Visual Impact Assessment report did not conduct in a comprehensive manner as well.

We hereby would like to propose two schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighborhood. Please refer to the attachment for the detailed reasons of our representation and our proposals, for your kind consideration.

Thank you for your attention.

Yours Faithfully,

Jardine's Lookout Concern Group

Representor: **Jardine's Lookout Concern Group**

Full name of Representor's Representative: OR WAI TONG FLORENCE

HKID No. of Representor's Representative: [redacted]

Address: [redacted]

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24 JUL 2019
Town Planning Board

508

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. **Justification of the Height of the District Court**

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. **Justification of a new access road across the site**

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 $feet^2$ commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: [signature]

Name: DR WAH FONG FLORENCE
Concerned Group for Jardine's Lookout SKH Redevelopment

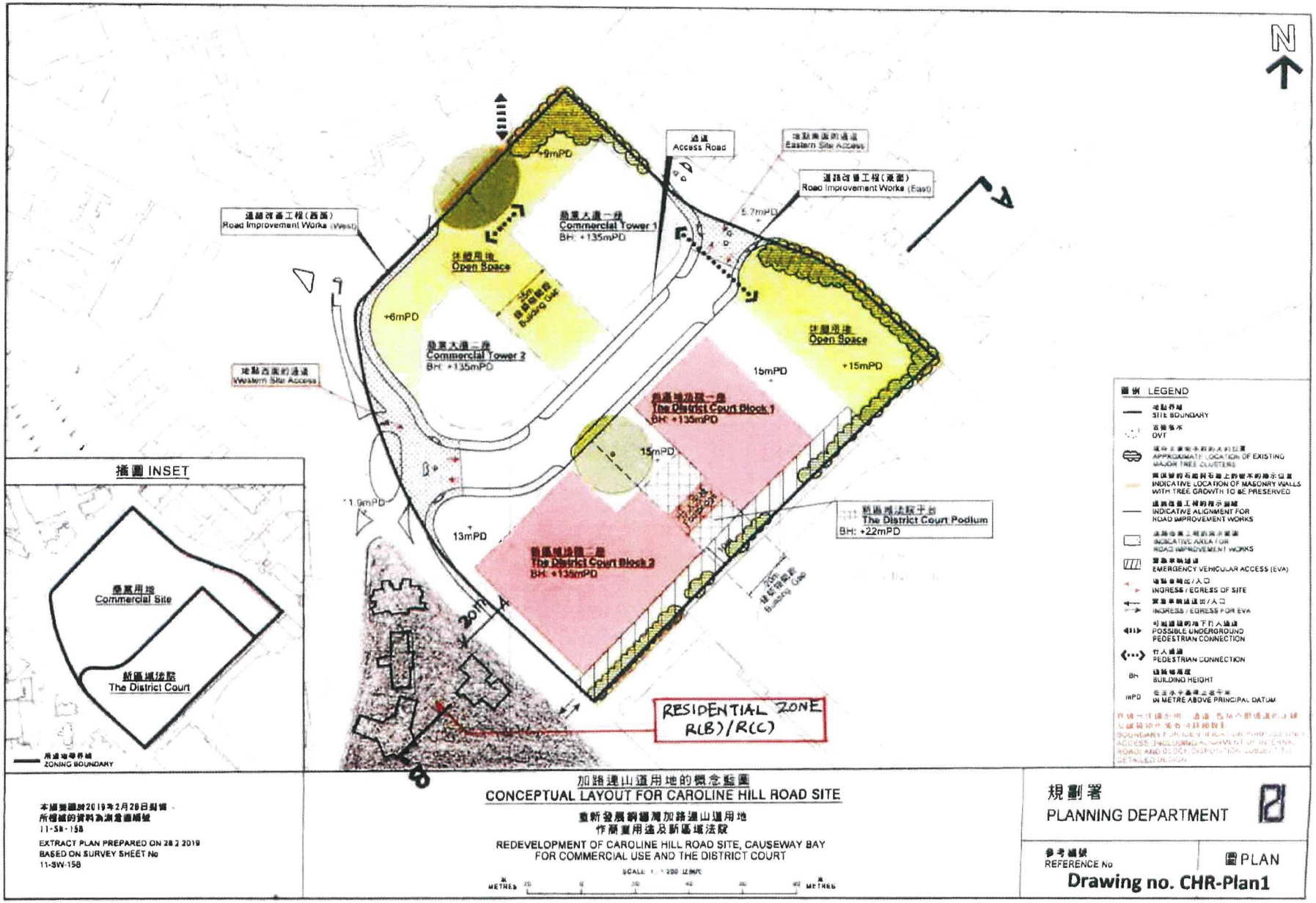
Name of Estate:

Position: Spokesperson

Email: [redacted]

Date: 22/7/2019

HKID: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

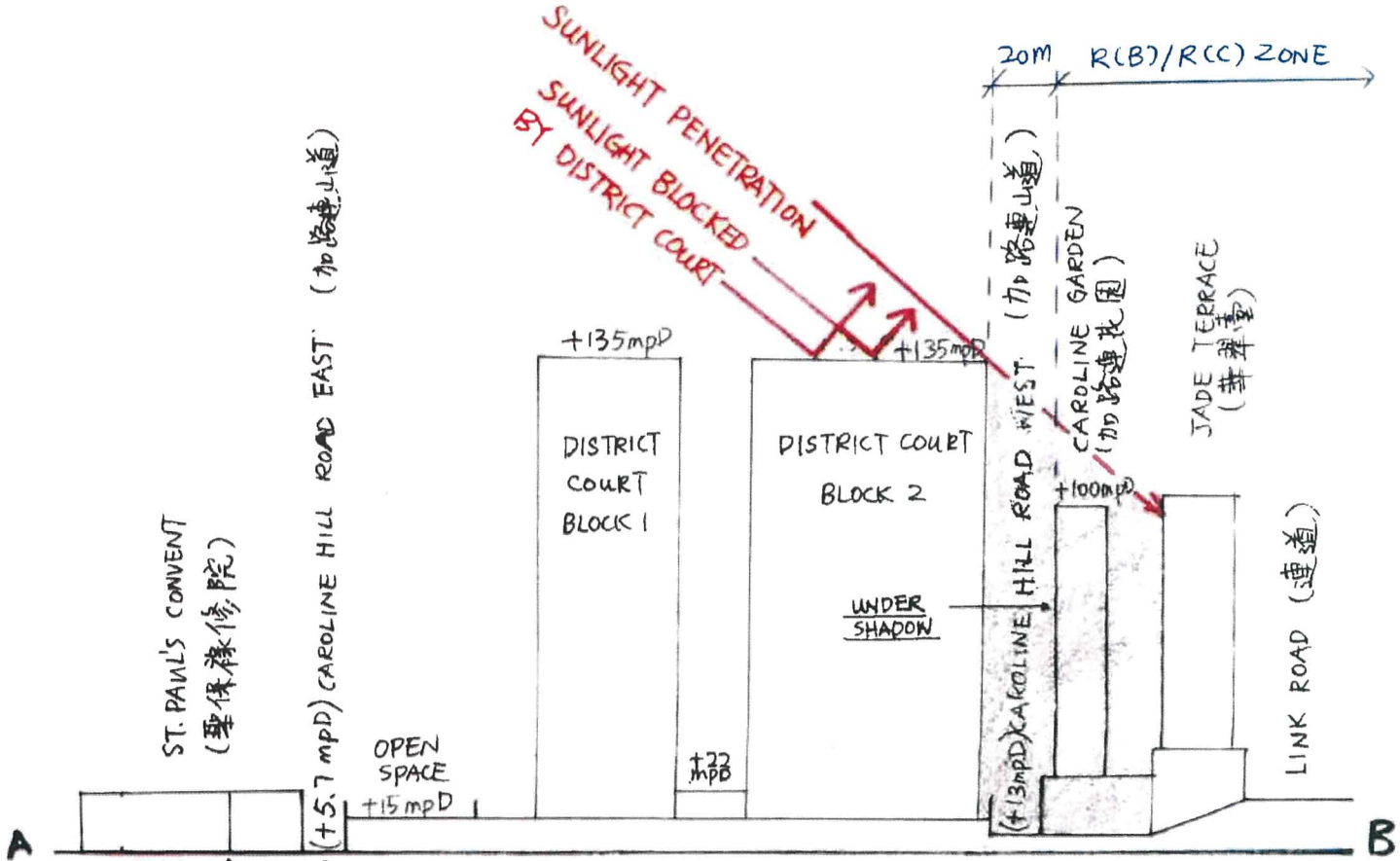
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規劃署
PLANNING DEPARTMENT

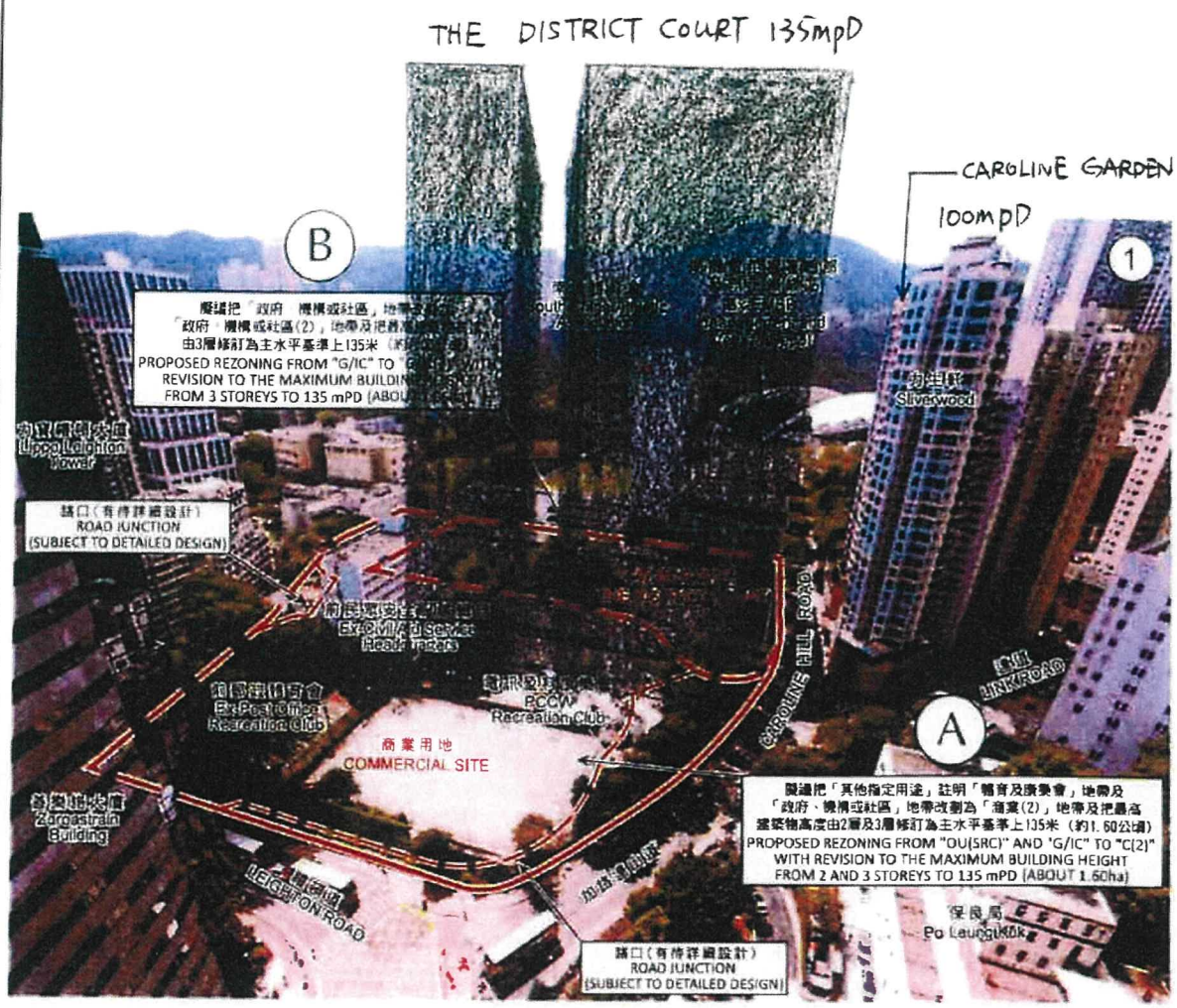
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

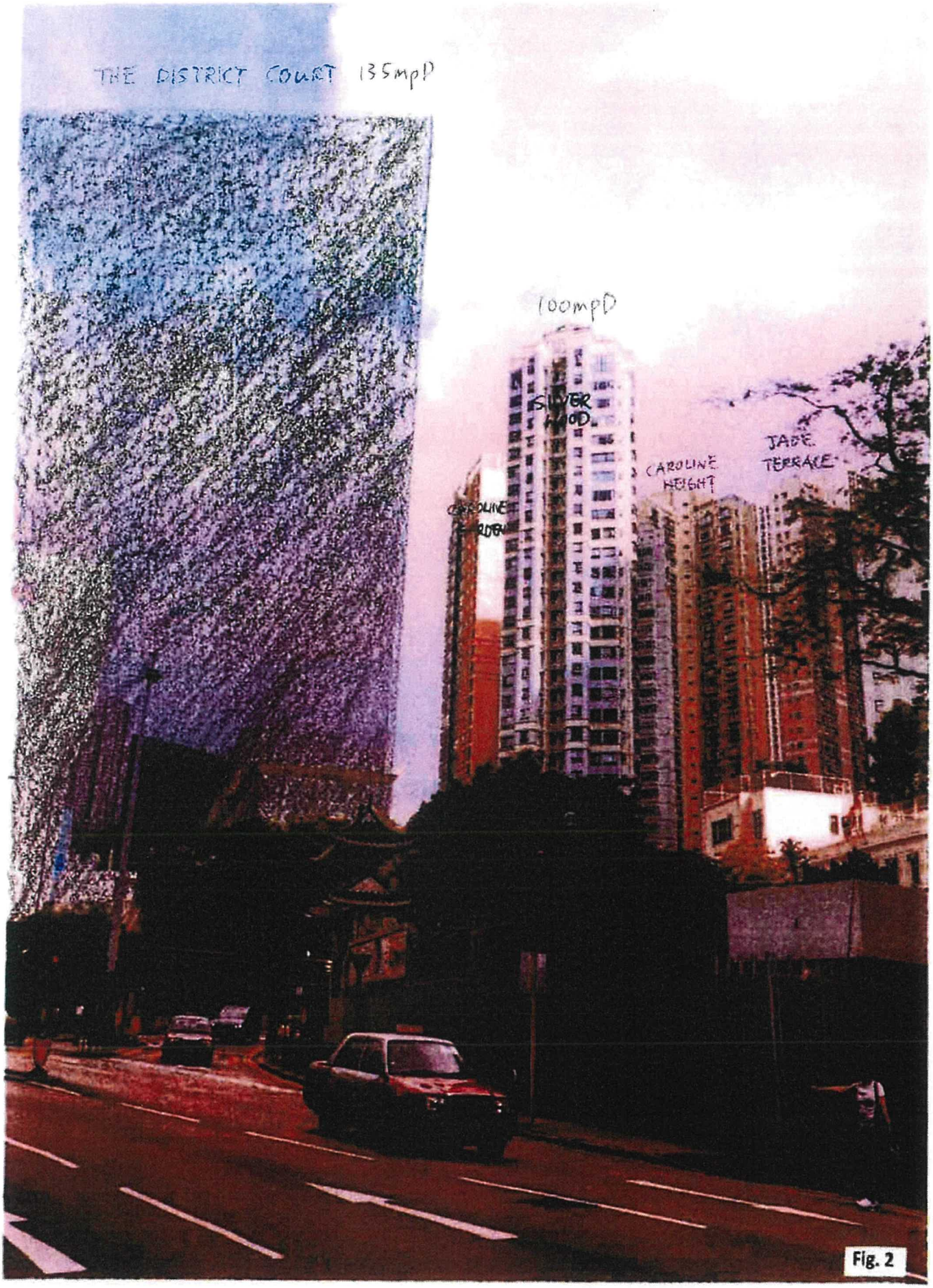

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

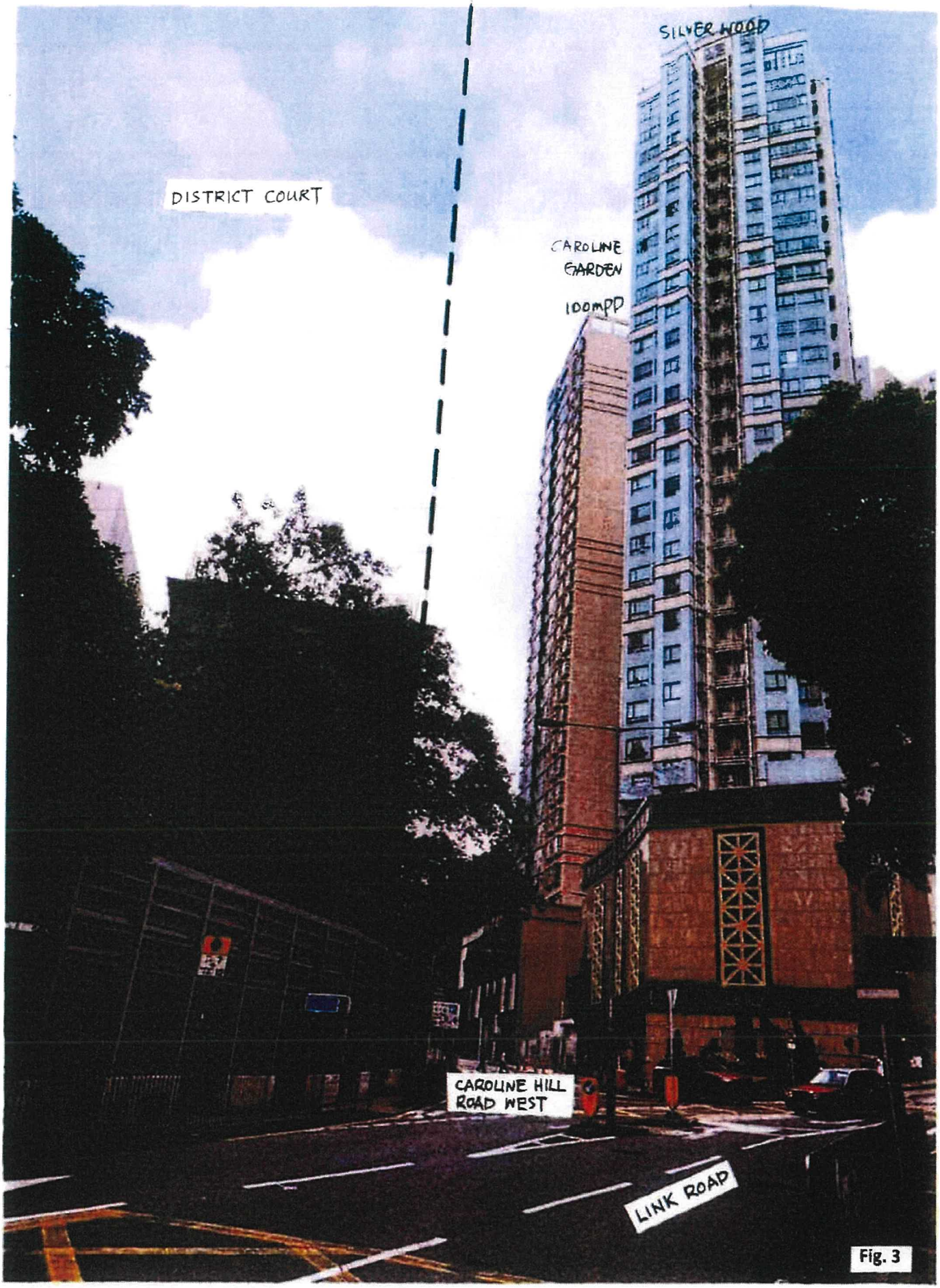

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

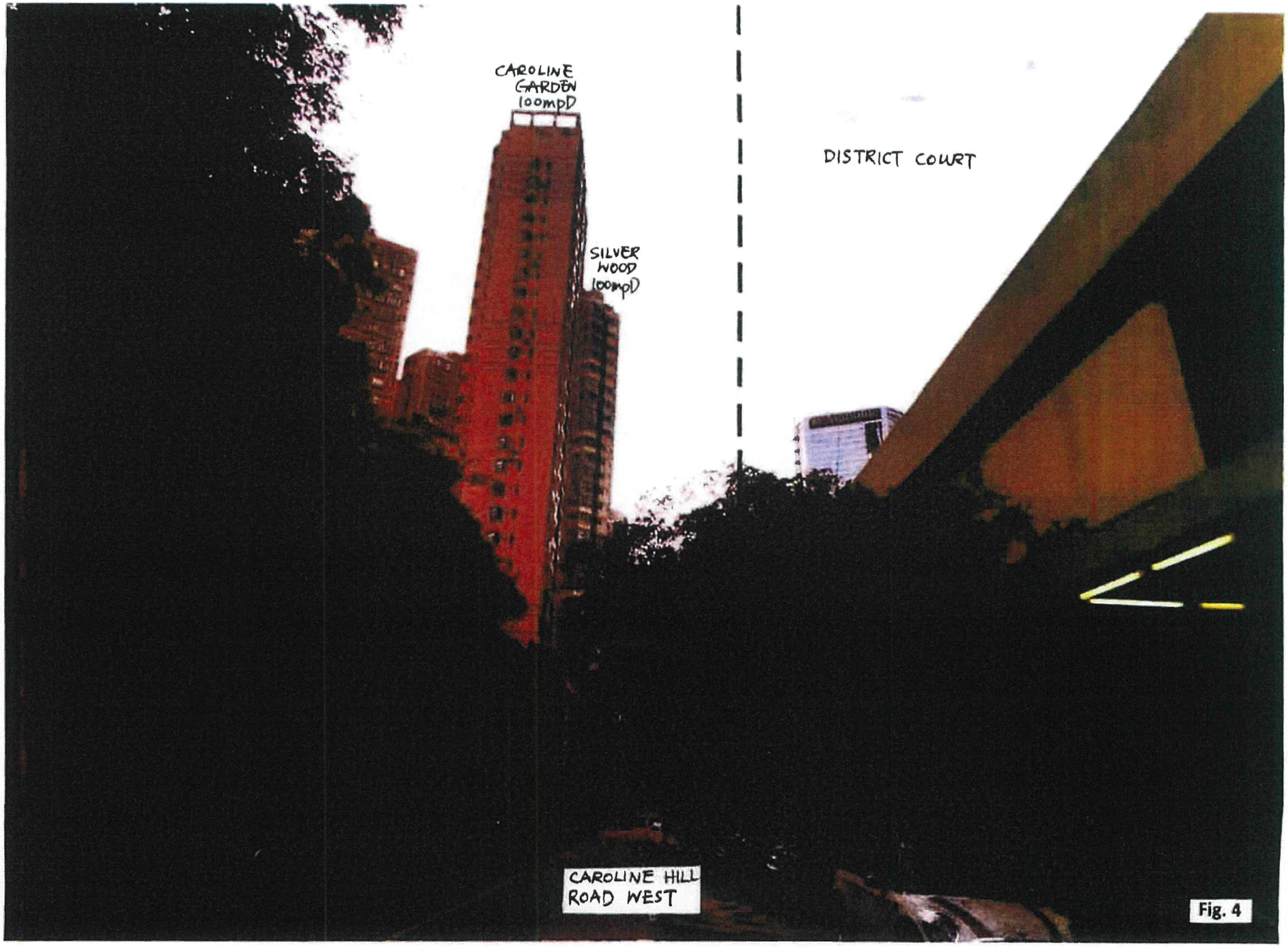

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

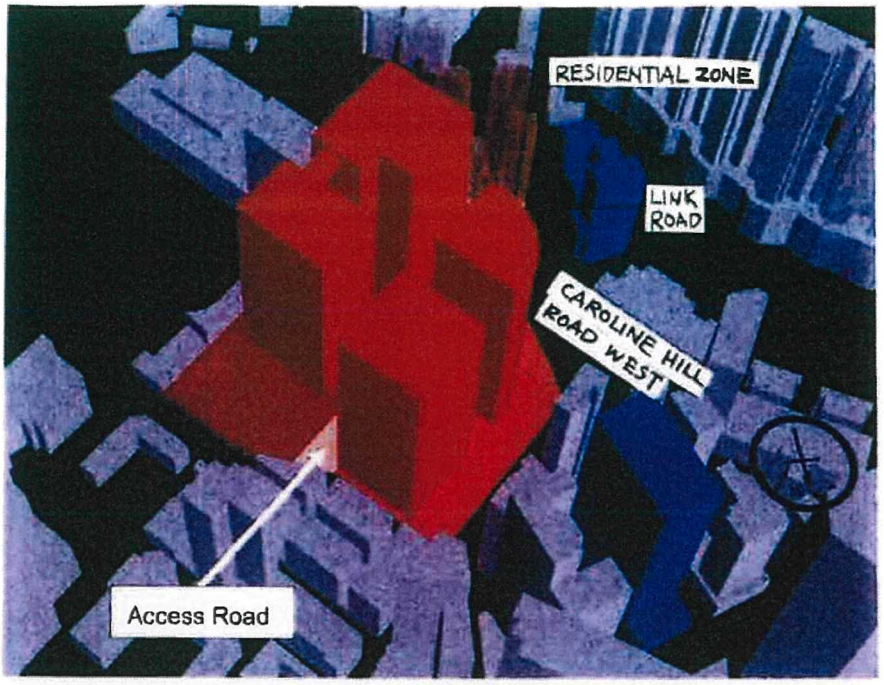


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

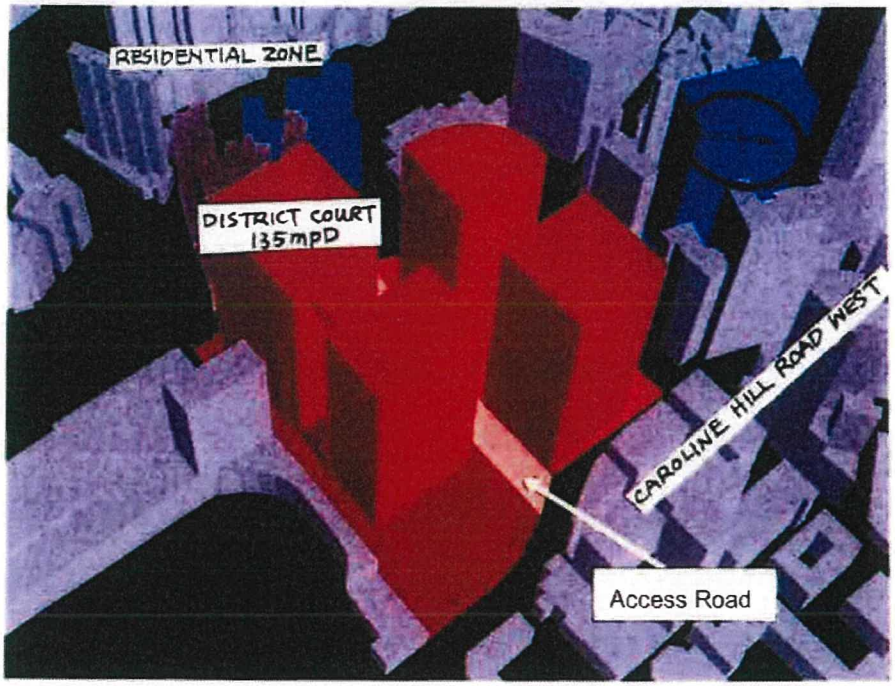


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

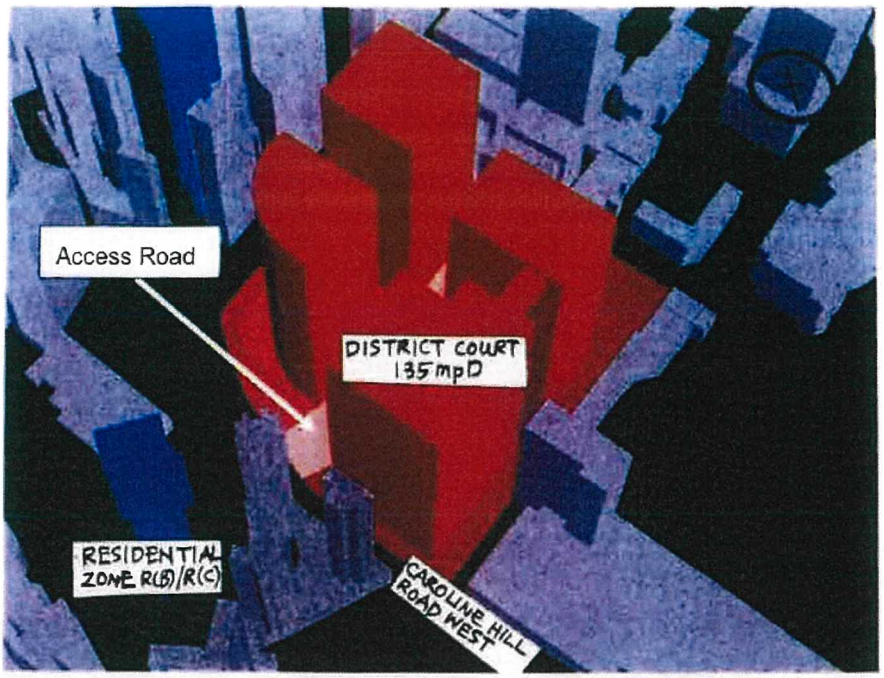


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

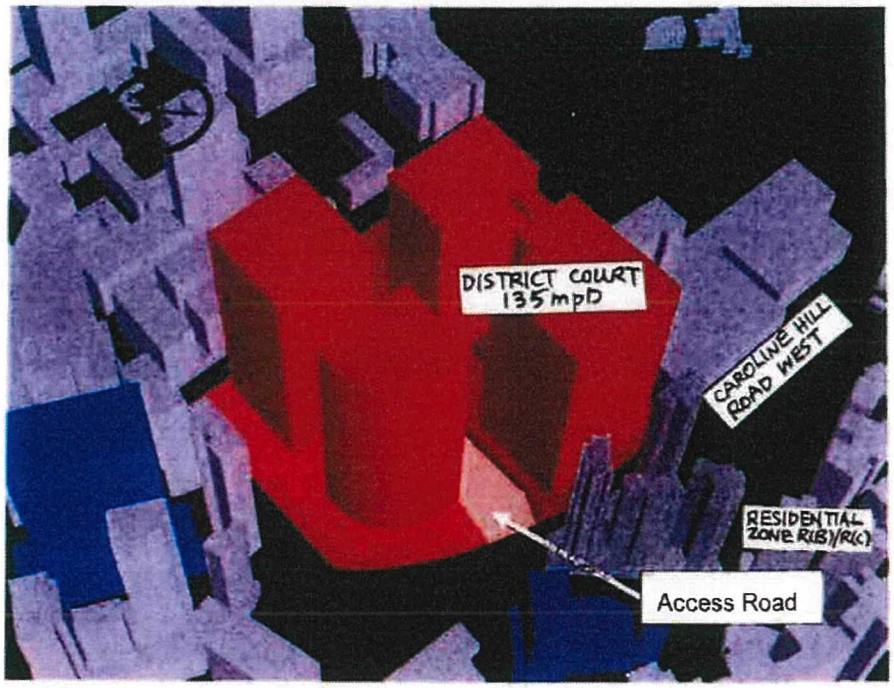
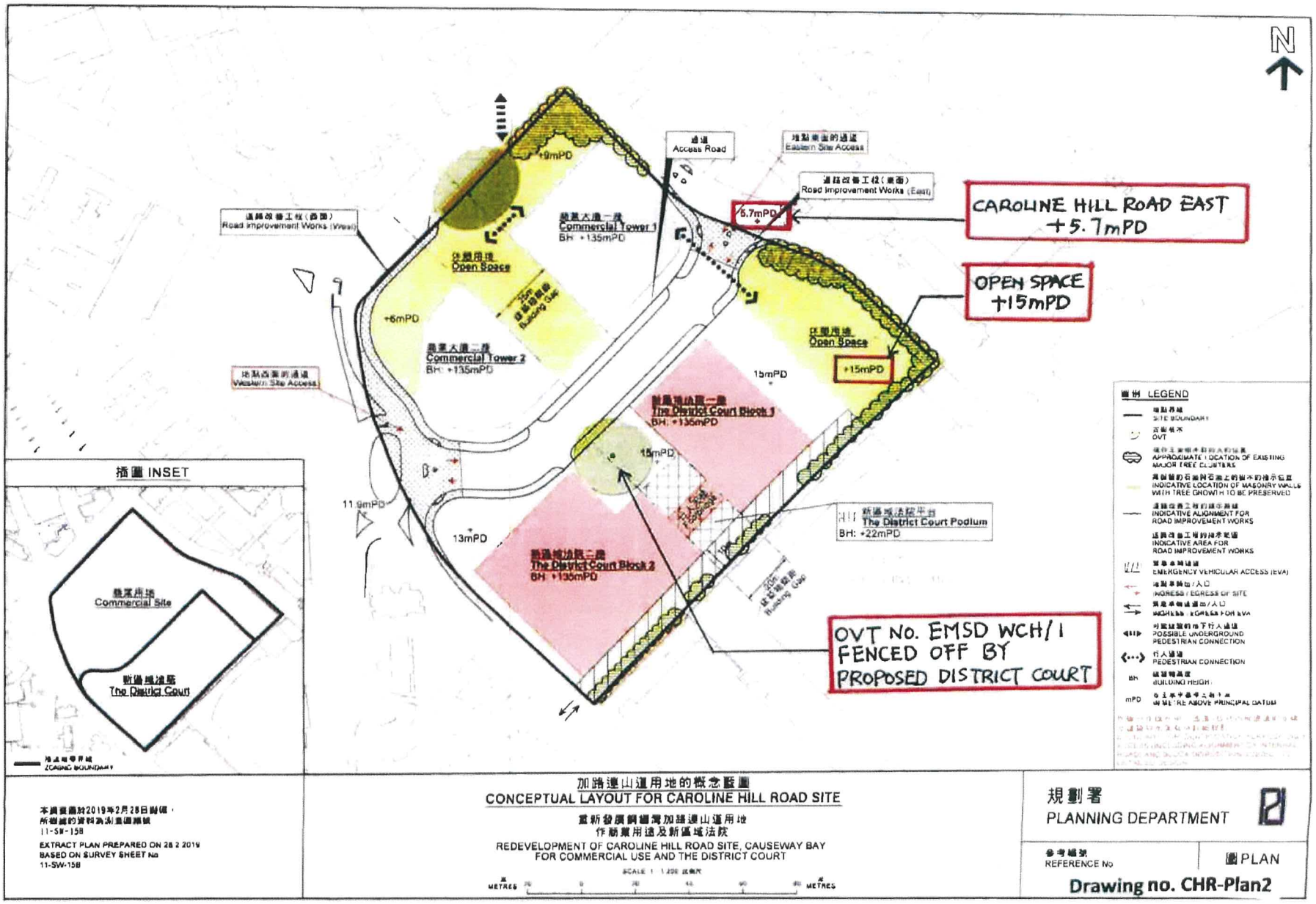


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

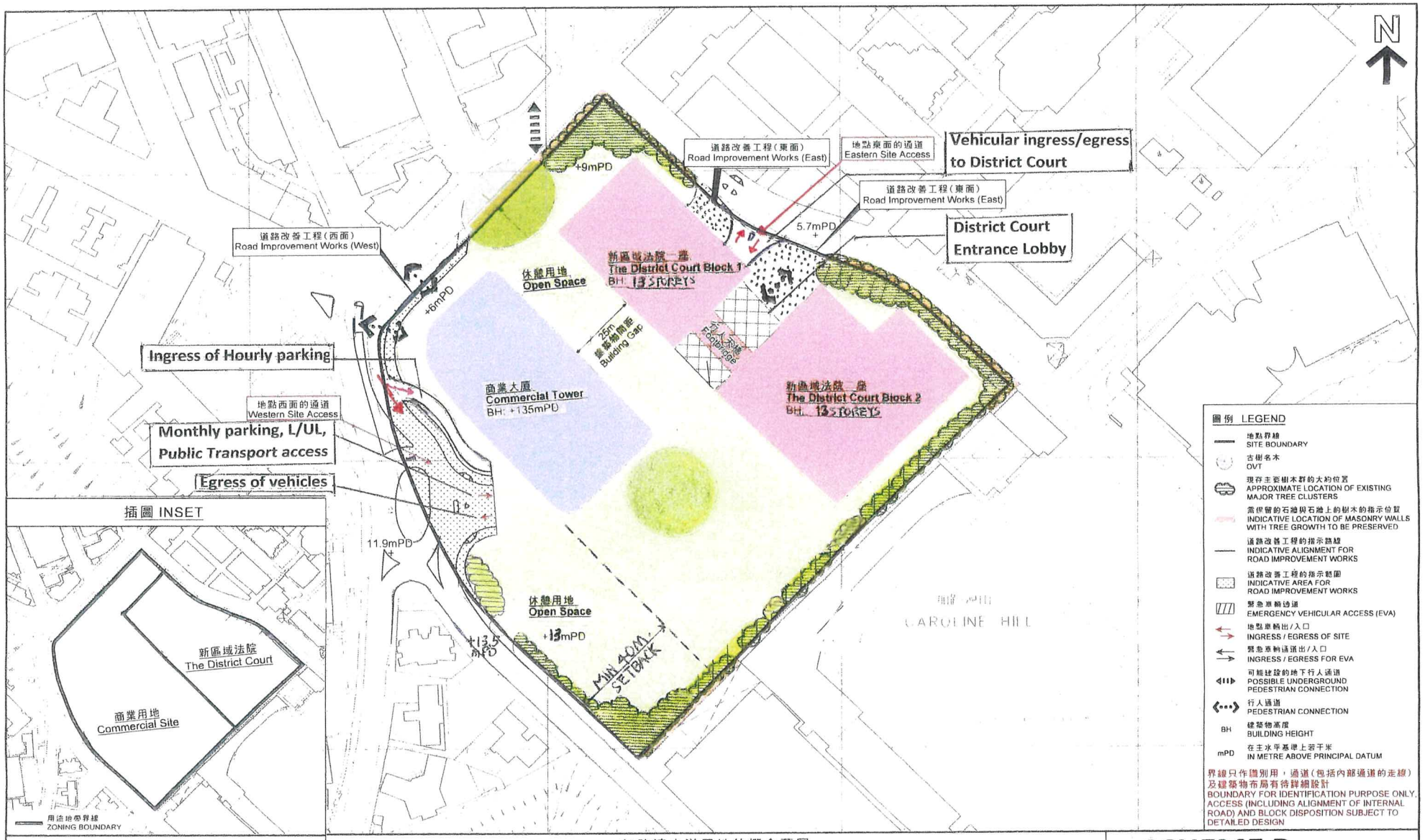
SCALE 1 : 1,250

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

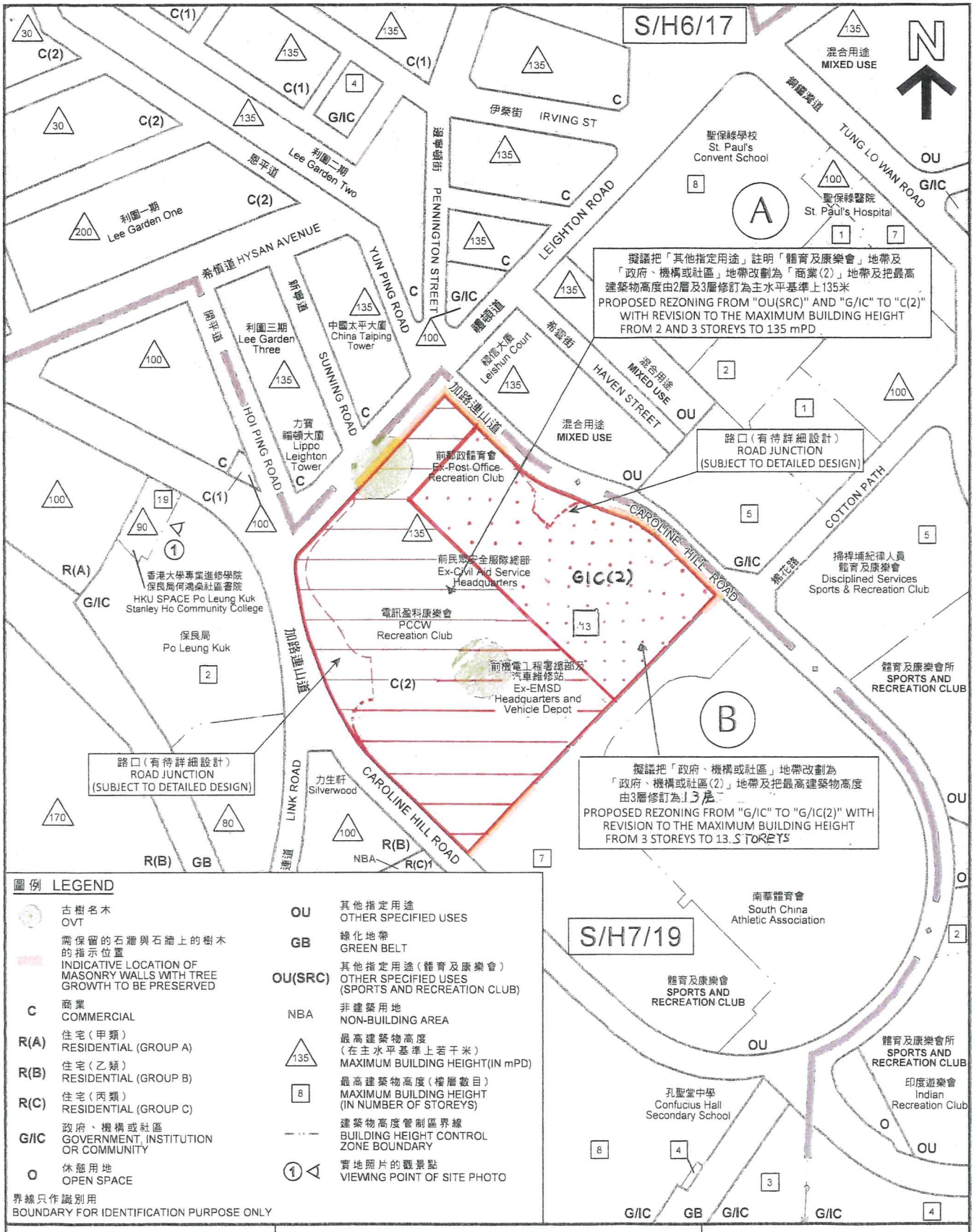
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

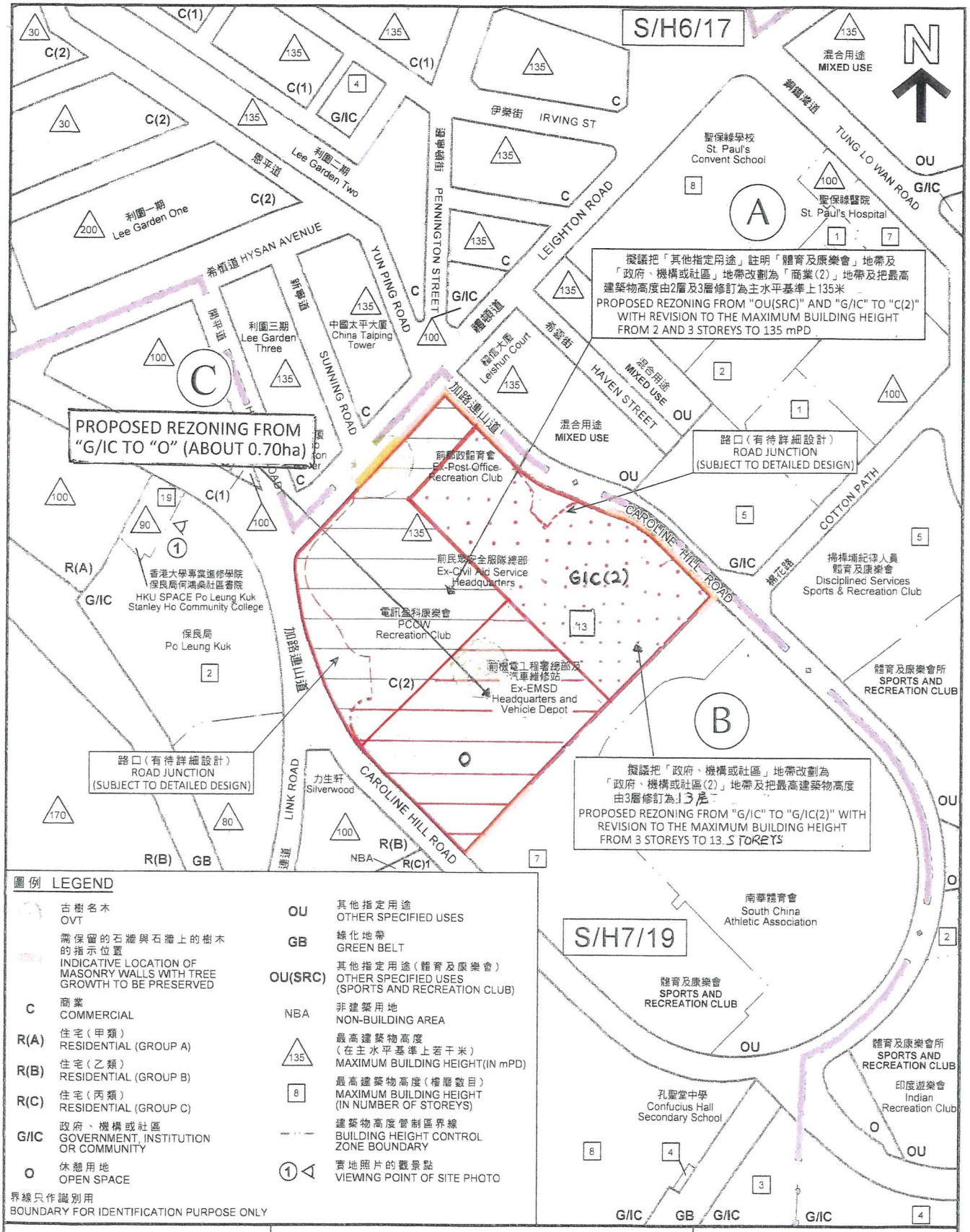
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-25

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.*
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A*
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved...."

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 feet^2 commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

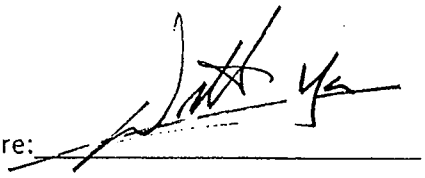
Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial*
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha*
5. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.*
6. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A*

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: 

Name: William Yam.

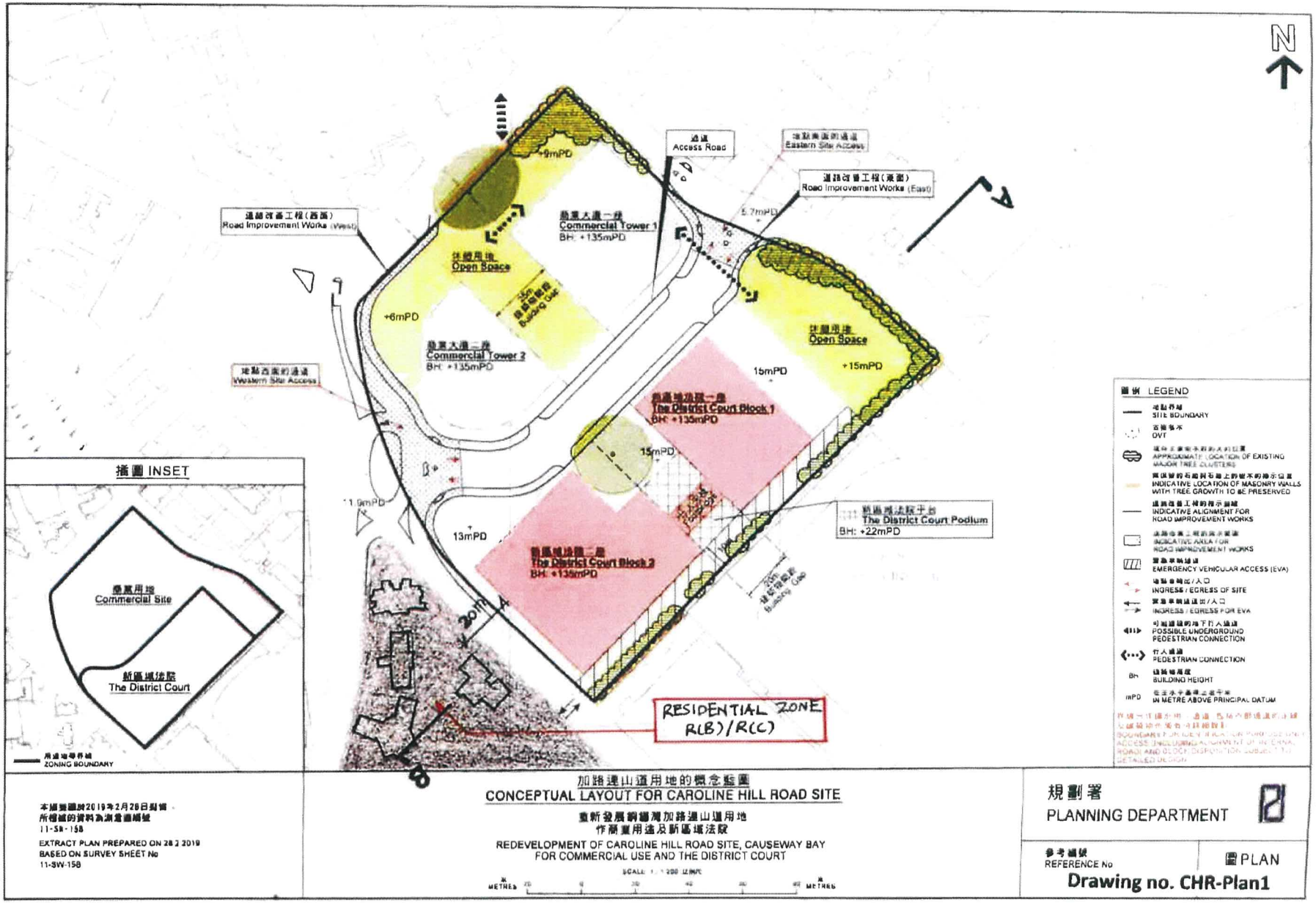
Name of Estate: Cavendish Heights Block8

Position: Chairman of the I.O

Email: [redacted]

Date: 22.7.2019

[redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

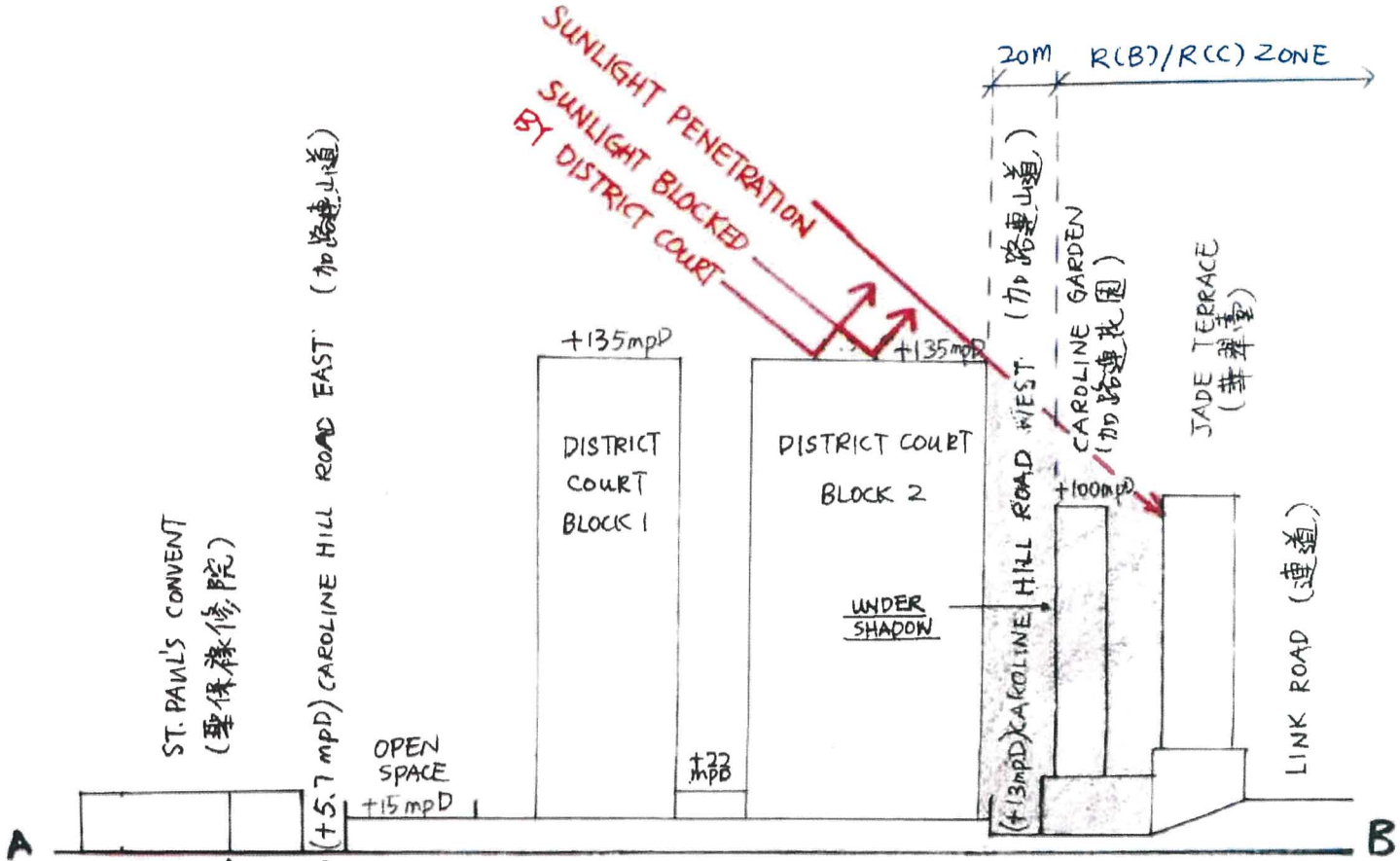
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規劃署
PLANNING DEPARTMENT

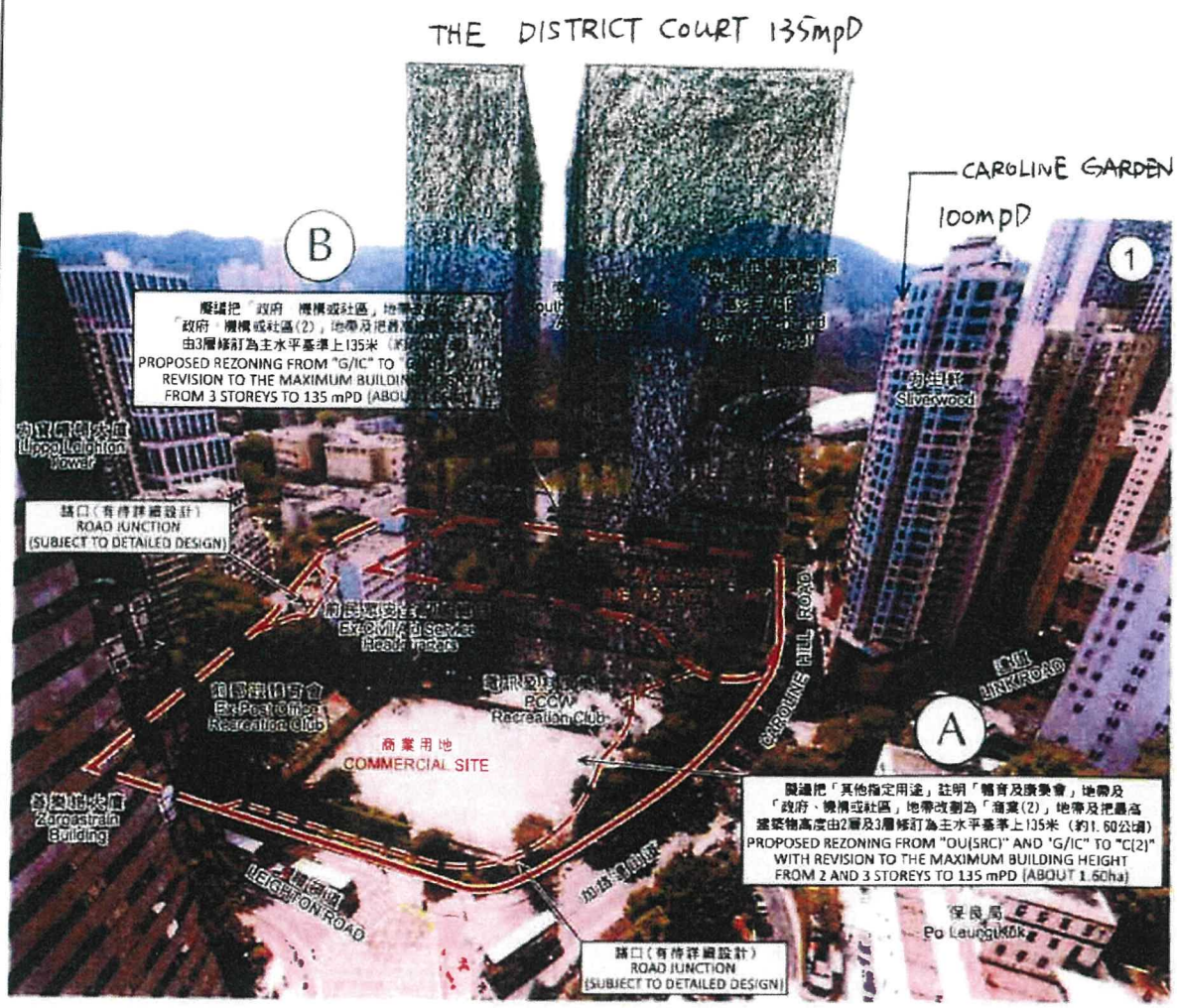
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

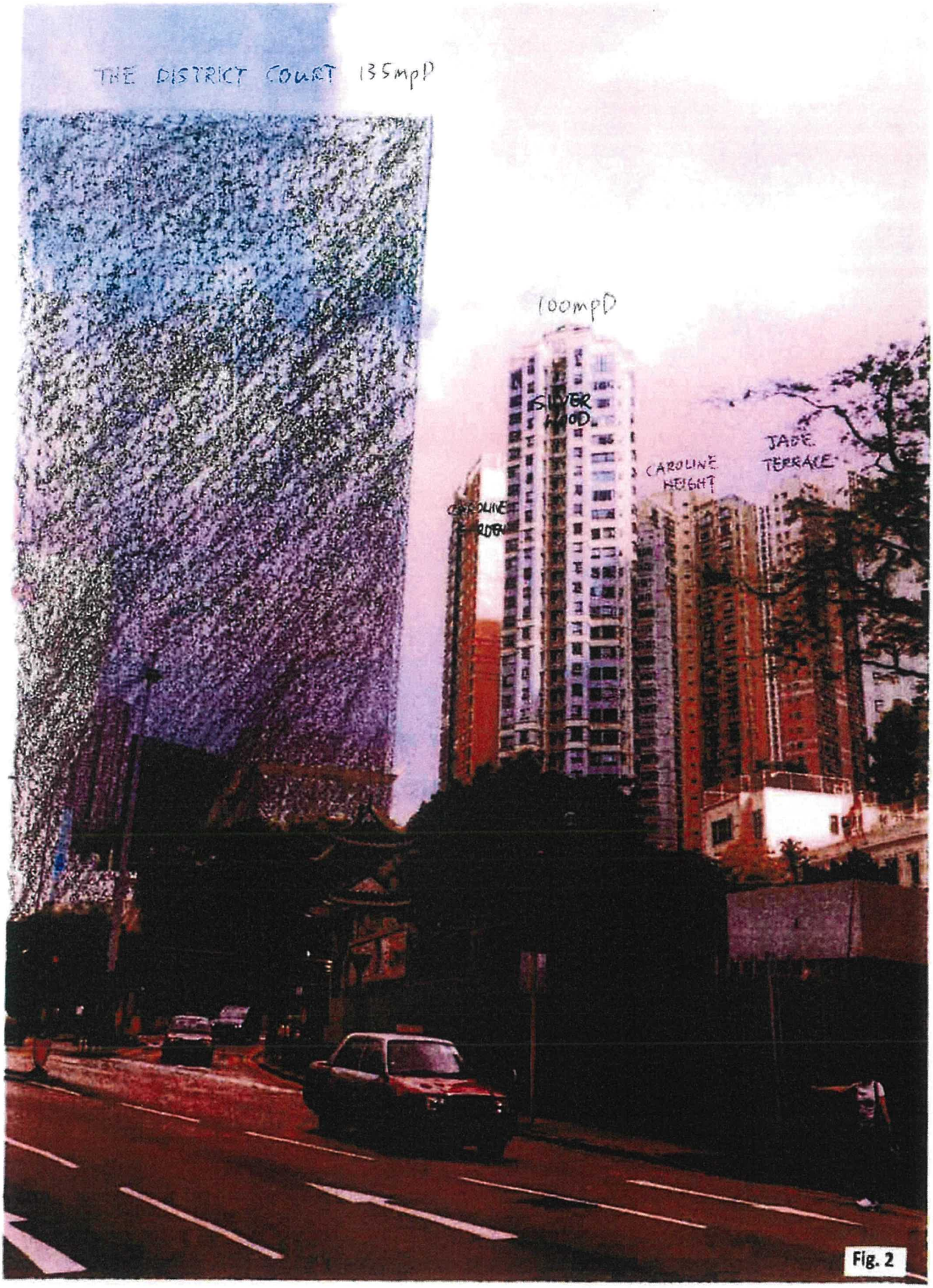

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

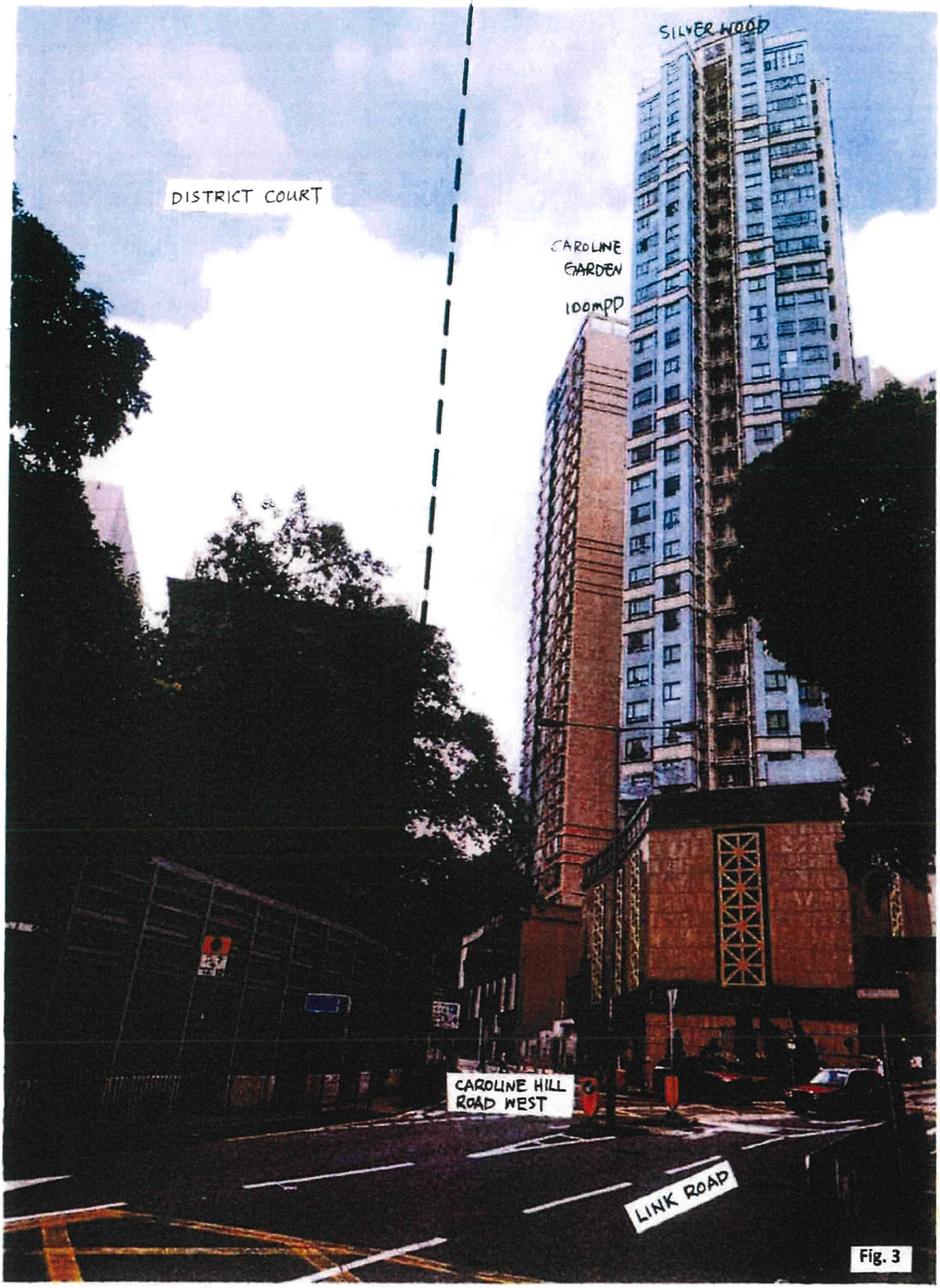

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

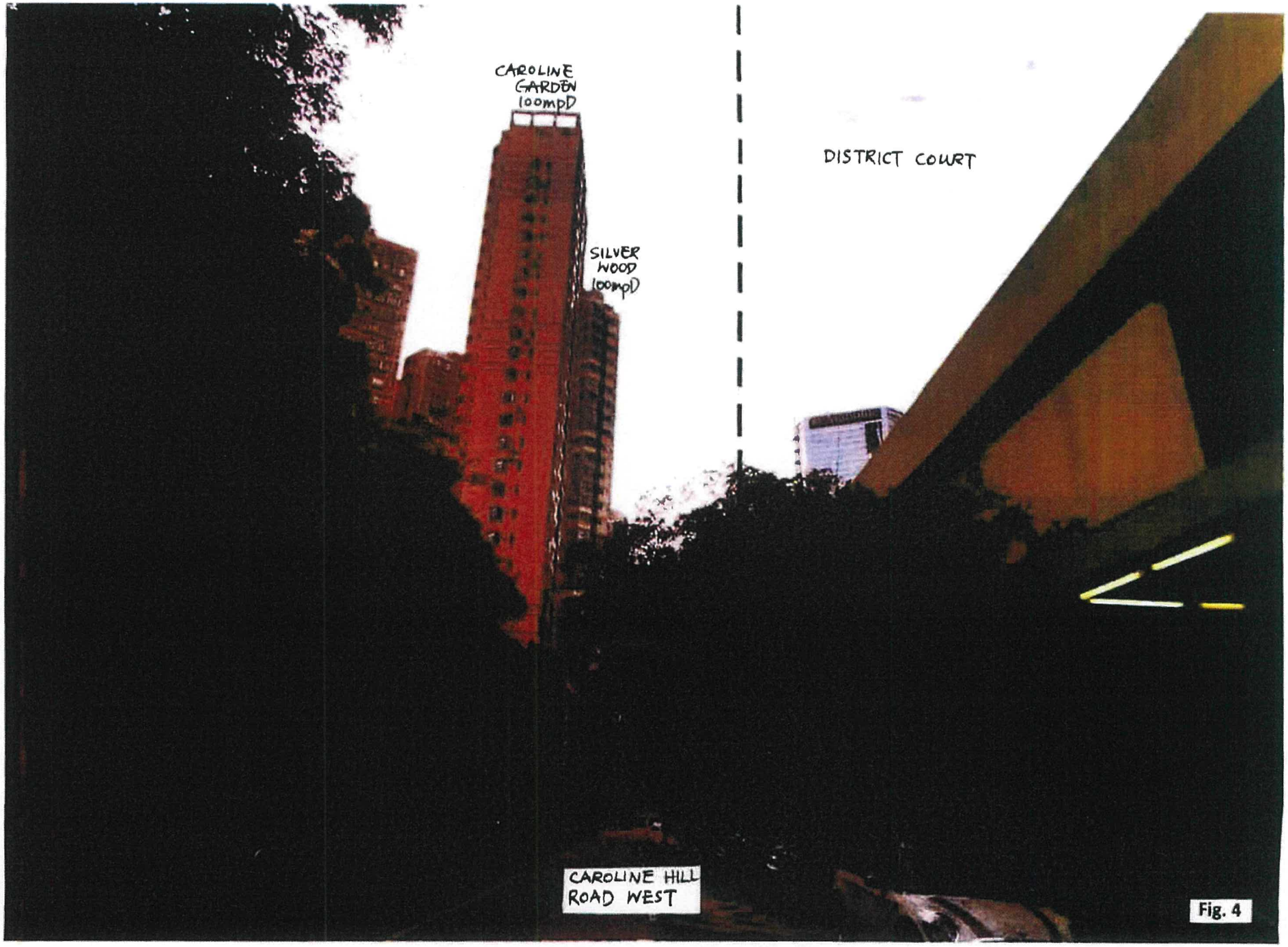

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

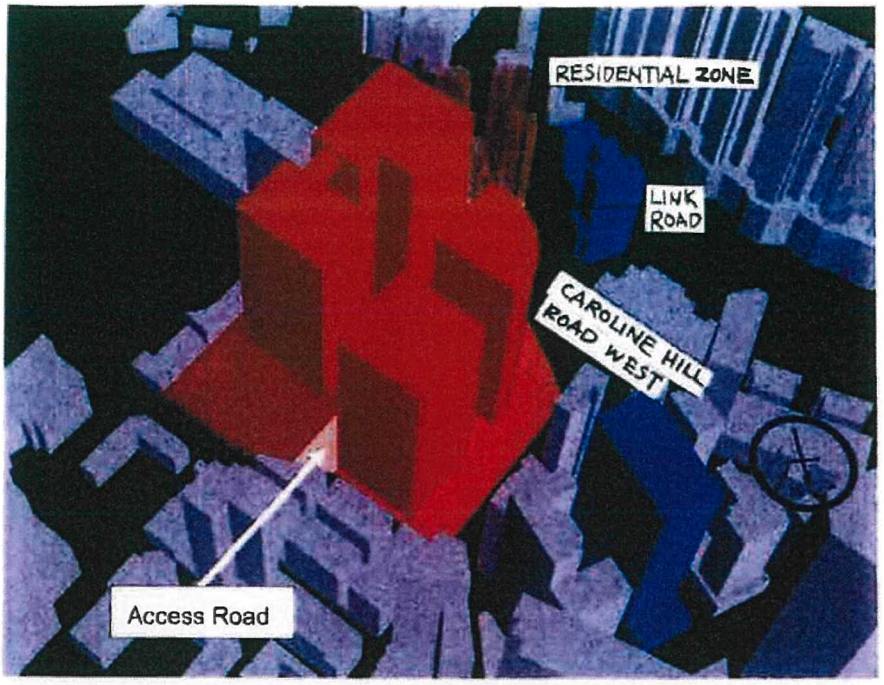


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

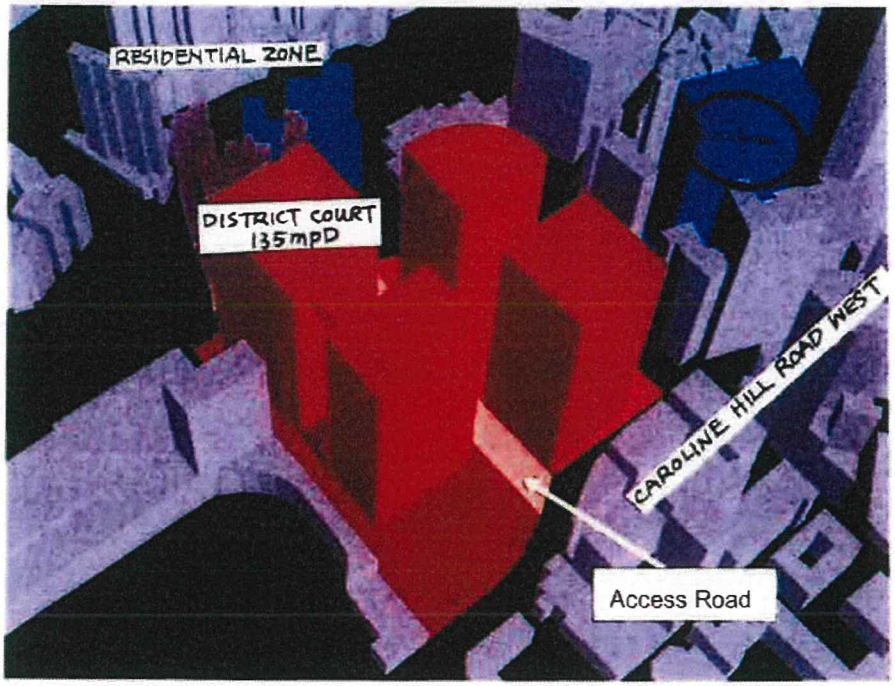


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

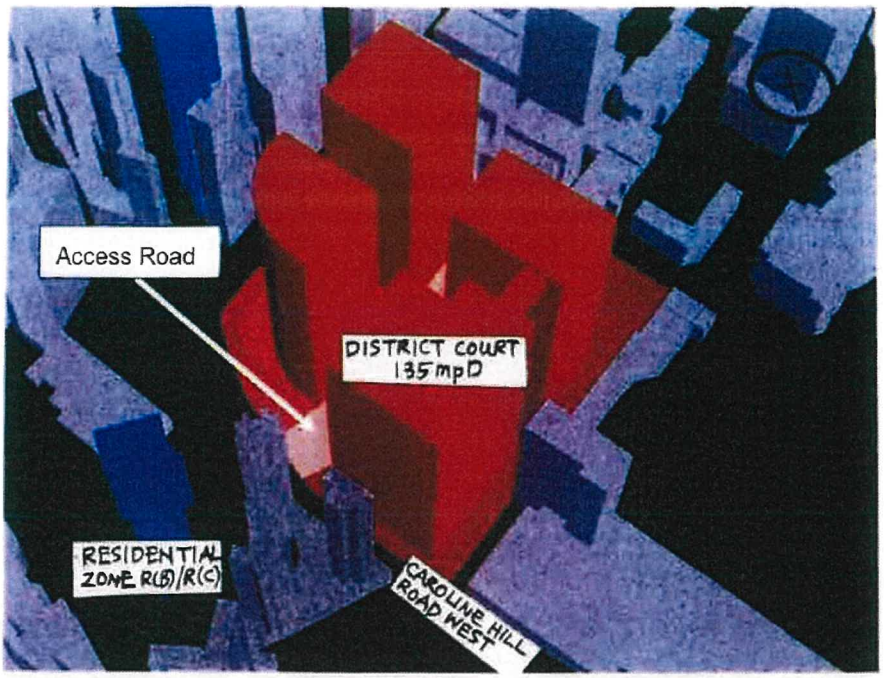


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

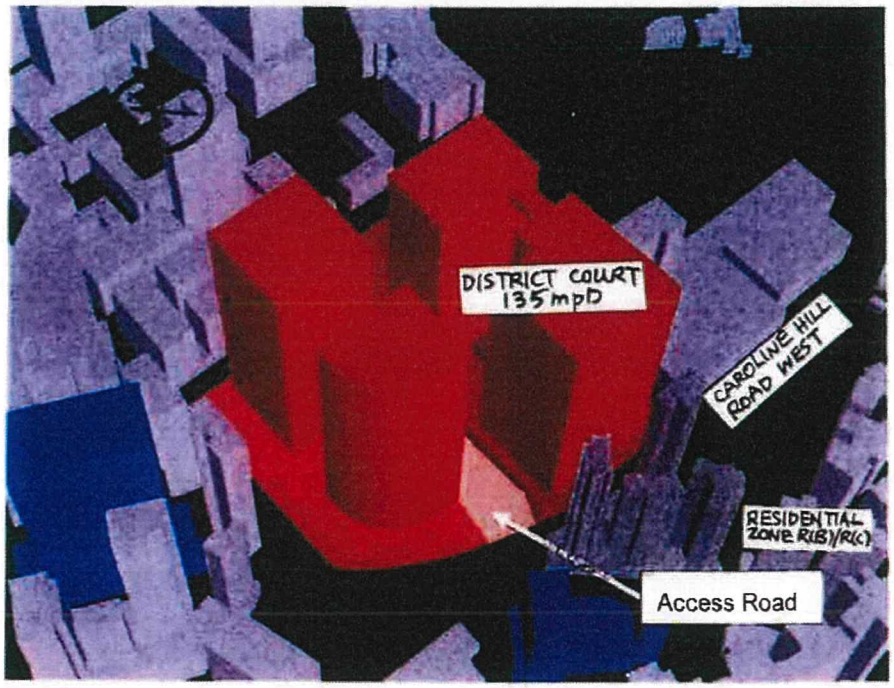
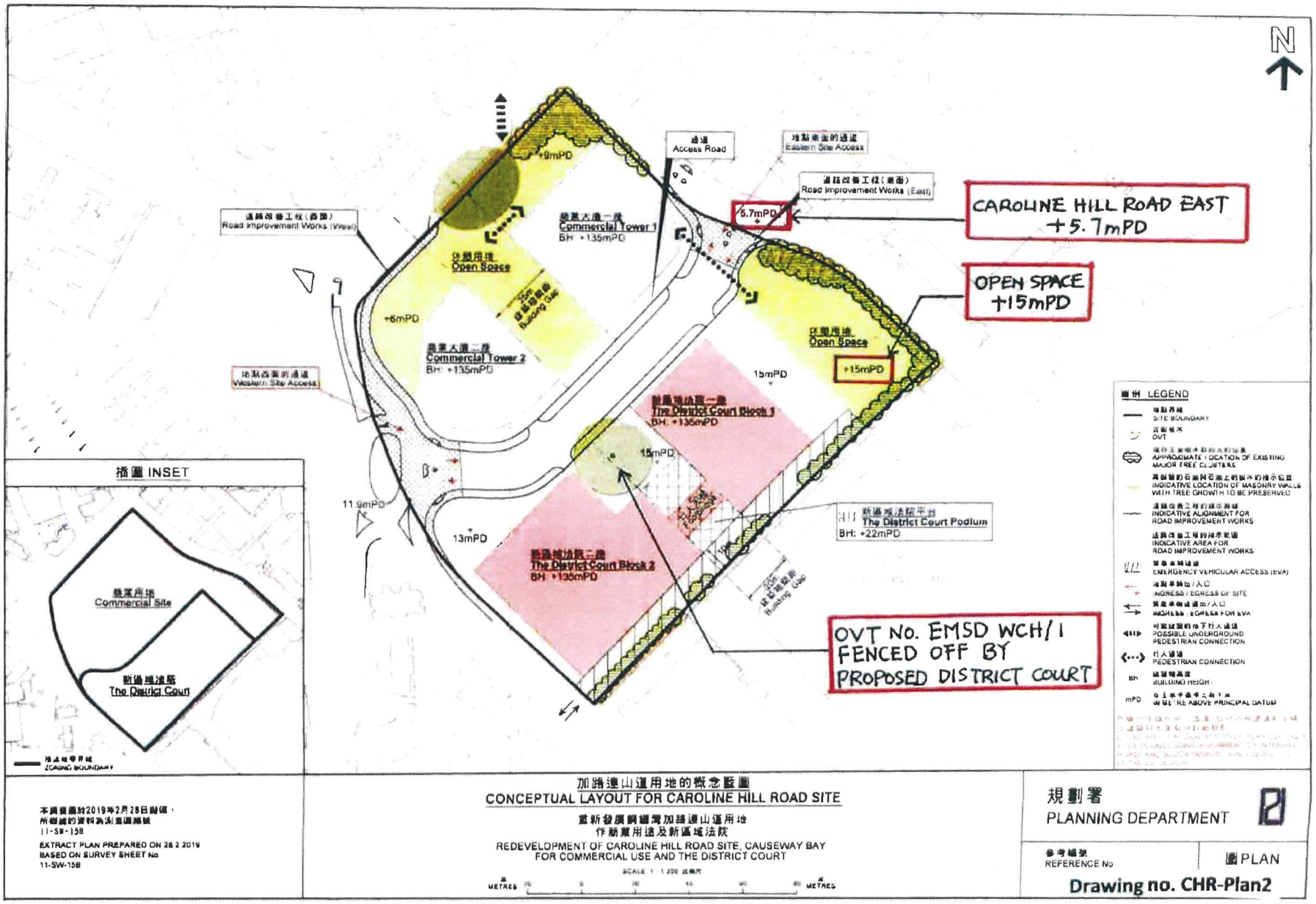


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

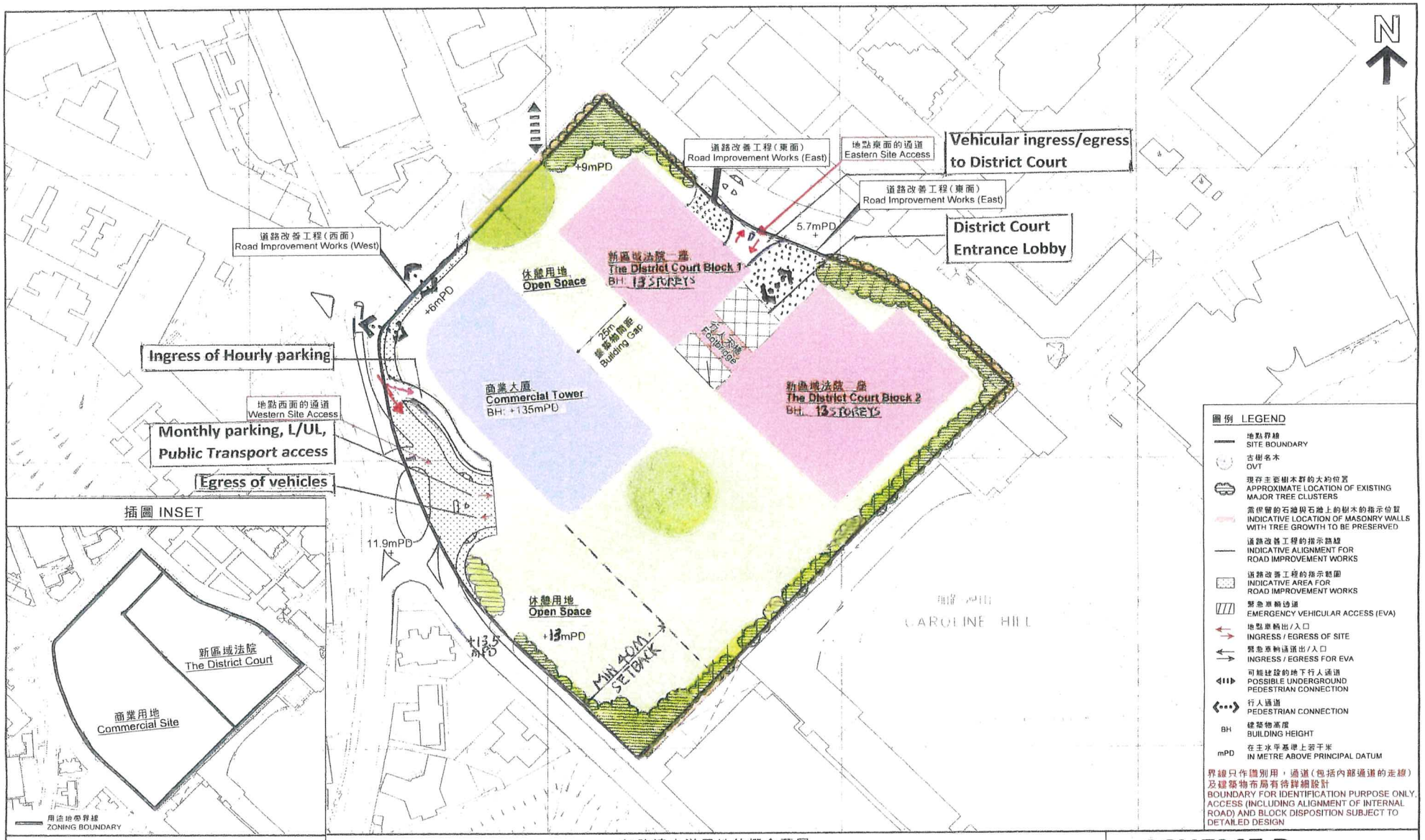
SCALE 1 : 1,250

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

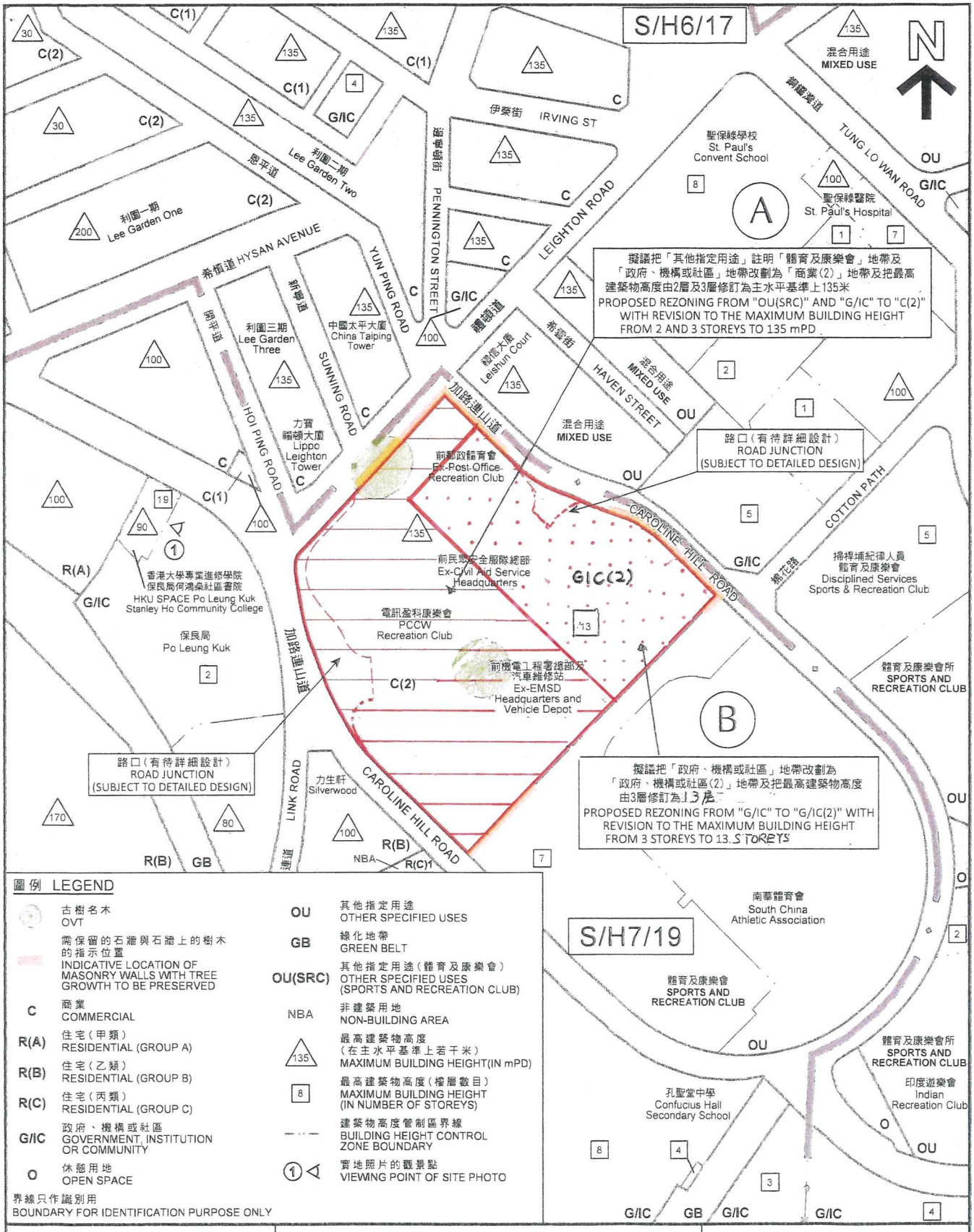
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

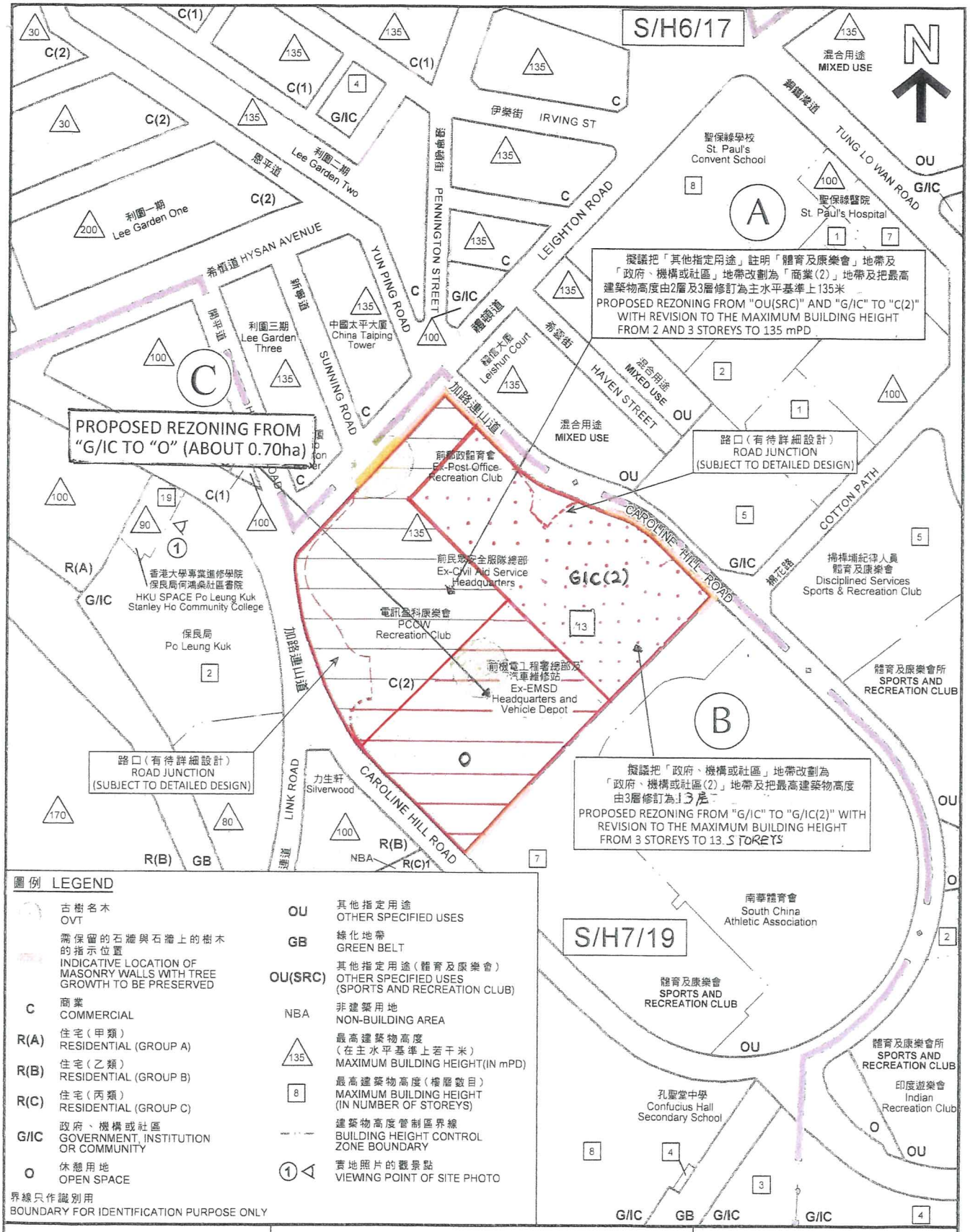
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

tpbpd

寄件者: [redacted]

寄件日期: 23日07月2019年星期二 23:45

收件者: tpbpd@pland.gov.hk

主旨: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/20(S/H7/19A)

附件: CHR-SchemeBC-CH-Doc.pdf; CHR-SchemeBC-CH.pdf

重要性: 高

TPB/R/S/H7/20-26

Dear Secretary of the Town Planning Board,

I am writing to raise my objections and my proposed amendments to the captioned Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19 A) gazette on 24th May 2019, and would like to make a representation to the Town Planning Board.

Please refer to the attachments(CHR-SchemeBC-CH-Doc, CHR-SchemeBC-CH) for the detailed reasons of my representation and my proposals. I sincerely hope that the Town Planning Board can consider my proposals.

Thank you for your kind attention.

Yours Faithfully,

Cindy Hui Ming Chun

23rd July 2019

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Re: Proposed amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20(S/H7/19A)

Dear Secretary of the Town Planning Board,

I am writing to raise my objections and my proposed amendments to the captioned Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019, and would like to make a representation to the Town Planning Board.

I am deeply concerned about the proposal to change the land use in the Caroline Hill Road site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, and the provision of District Court with revision to the maximum building height from 3 storeys to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The Traffic Impact Assessment report conducted two years ago failed to reflect the latest situations in the community. The Visual Impact Assessment report did not conduct in a comprehensive manner as well.

I hereby would like to propose two schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighborhood. Please refer to the attachment for the detailed reasons of my representation and my proposals. I sincerely hope that the Town Planning Board can consider my proposals.

Thank you for your kind attention.

Yours Faithfully,

Full Name of Representor: **Hui Ming Chun Cindy**

HKID No. of Representor: [redacted]

Address: [redacted]

Email address: [redacted]

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A(S/H7/20), and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. **Justification on the Disposition of District Court and adjacent Open Space**

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. A.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for

the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. **Justification of the Height of the District Court**

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. <u>Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A(S/H7/20)</u>

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. <u>Justification of a new access road across the site</u>

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian

crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

   1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
   2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.
   3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

   6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20) and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A(S/H7/20)***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road</u>

and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C *(Please refer to attached drawing no. SchemeC-Plan)*

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement to Scheme B.

1. We found that there are multiple inadequacies on the traffic impact, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn in the planning scheme.

1.1 The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

1.2 The baseline scenario is projected based only on two "typical weekday" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in non-peak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

1.3 The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. In order to take into account the actual traffic situation in the area and to reduce the impact to the traffic, we propose to lower the scale of the commercial development, by reducing the GFA and to remove the proposed 10,000m2 retail space.

2. The forecasted demand of commercial development in Hong Kong is slowing down. According to a market research in late 2018 by JLL, it is forecasted that the new lettings investment volume of commercial properties will fall significantly since 2019. This is due to global and local economic uncertainty brought by unstable international relationships. Such phenomenon is already taking into effect in Causeway Bay, as the vacant rate in Grade-A offices in the area is high. The government's strategy to provide commercial spaces, basing on a 2017 forecast, shall be revisited. Recent development plans, including the CHR site, should adopt a more conservative approach. Therefore, we propose to lower the floor space of the commercial development as mentioned in (1).
3. According to the proposed OZP amendments, the open space will be incorporated into the commercial development as a "privately owned public space (POPS)". However, POPS are always questioned on its effectiveness in providing a decent public area that fits the actual needs of the community because of bad designs and management strategies. Therefore, the public space should be independently zoned as "Open Space" and should be managed by the government departments.

Merits of Scheme C

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community by allocating 7,000m2 to be zoned "Open Space";
(d) ensure the open space to serve the immediate local community to be managed by the government departments;
(e) add value to the development by incorporating the OVT to the public open space;
(f) reduce the traffic impact to the surrounding area by removing the retail area of the commercial development;
(g) reduce the traffic impact to the surrounding area by traffic diversion;
(h) reduce the plot ratio of commercial development by removing the proposed 10,000m2 retail space;
(i) further strengthened the security of the District Court;
(j) allow easy accessibility to the District Court

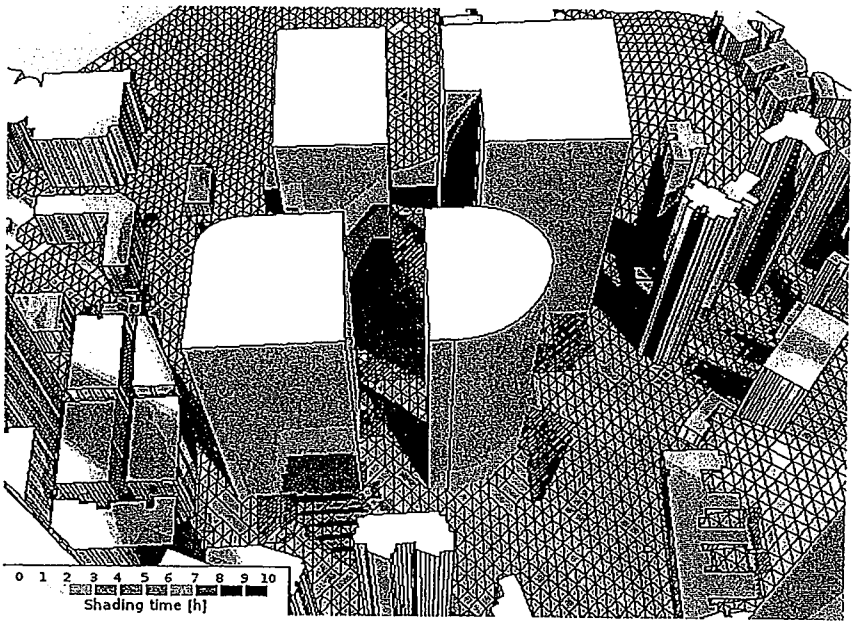
Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20) and its attached Notes and ES:

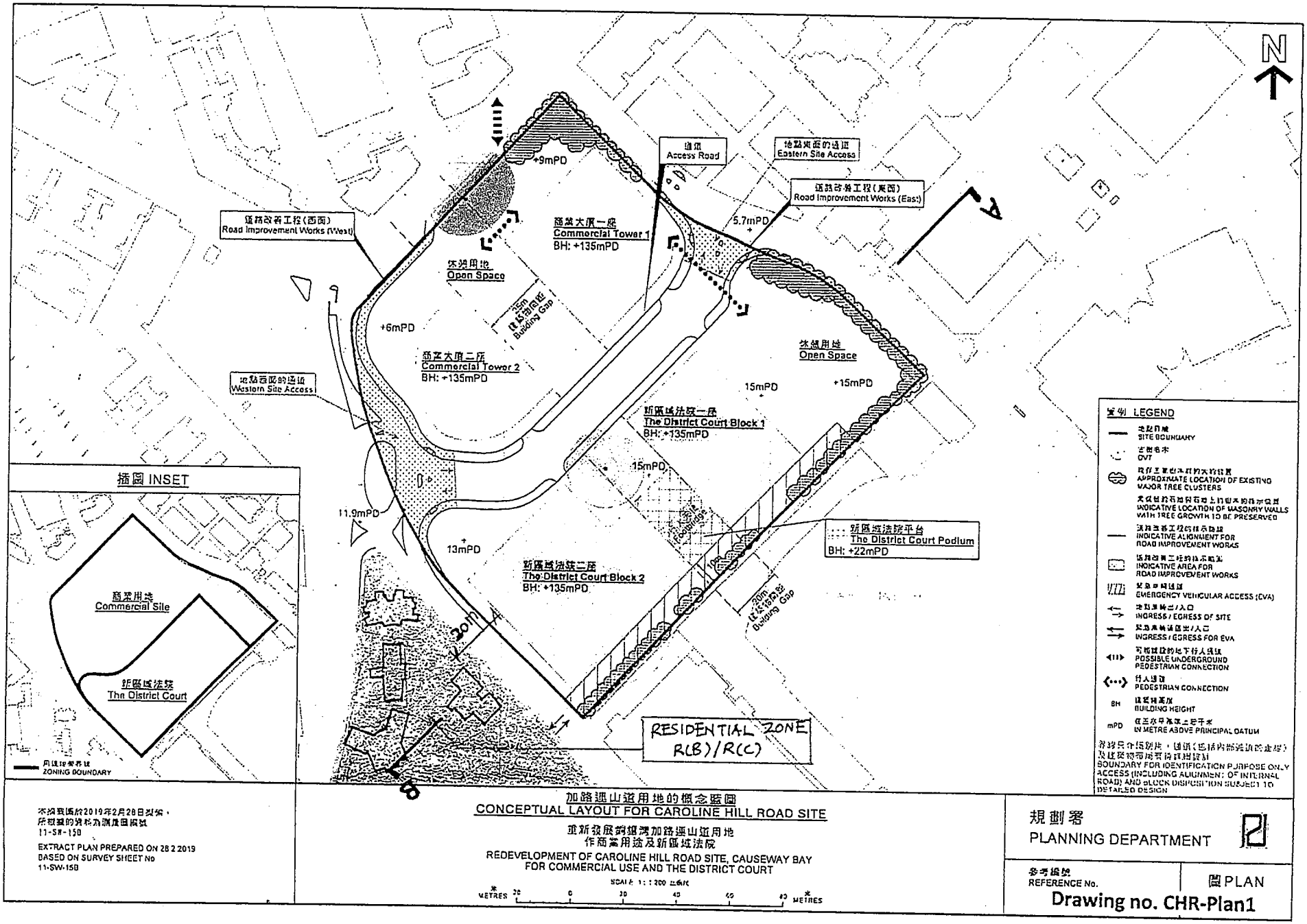
1. *Amendments to the draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.*
2. *To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.*
3. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Schedule of uses: Commercial*
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. *Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A(S/H7/20). Open Space ("O"): Total Area 10.04 ha*
5. *Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A(S/H7/20). Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.*
6. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A(S/H7/20) For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.*

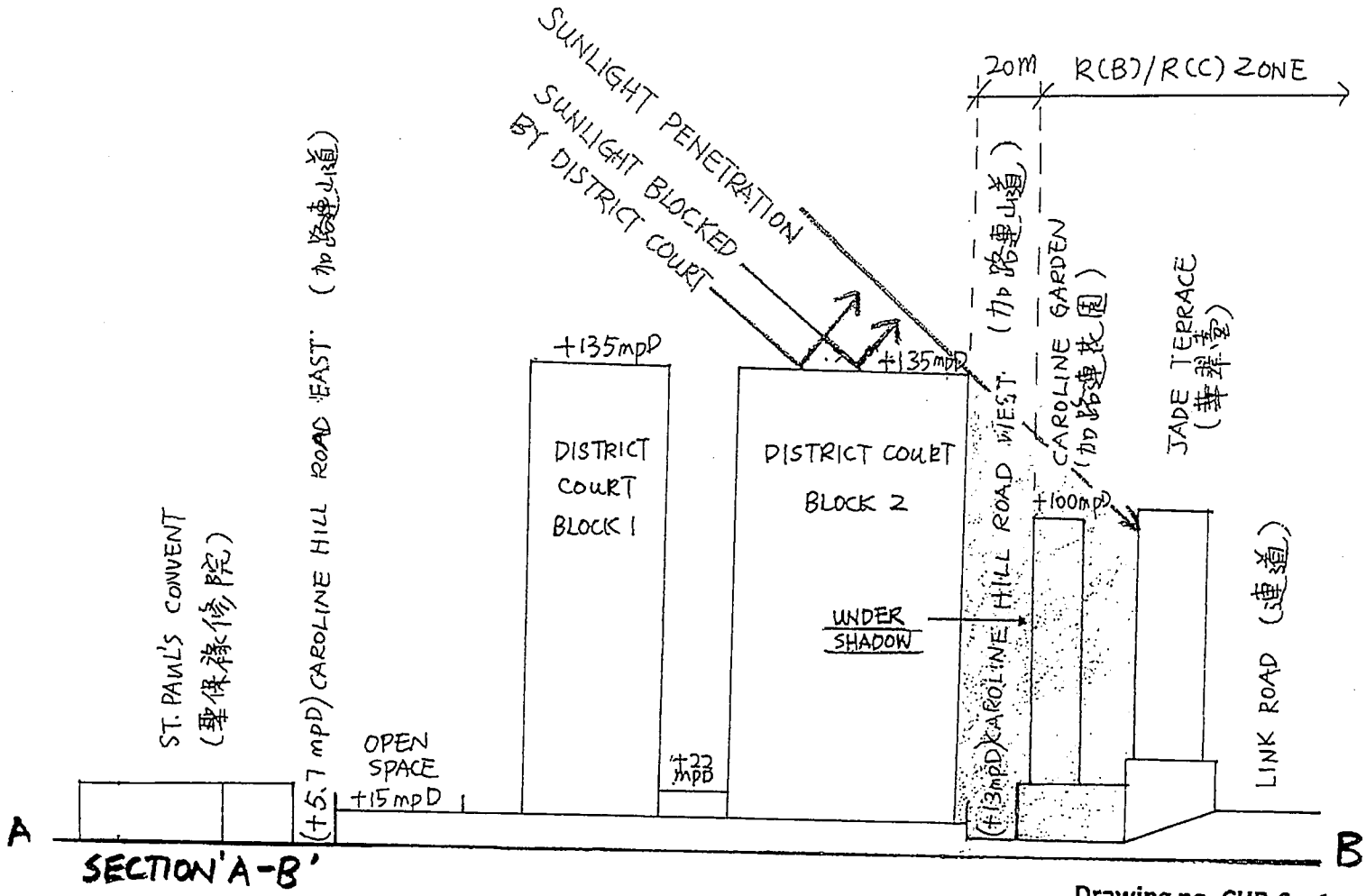
Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. A
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

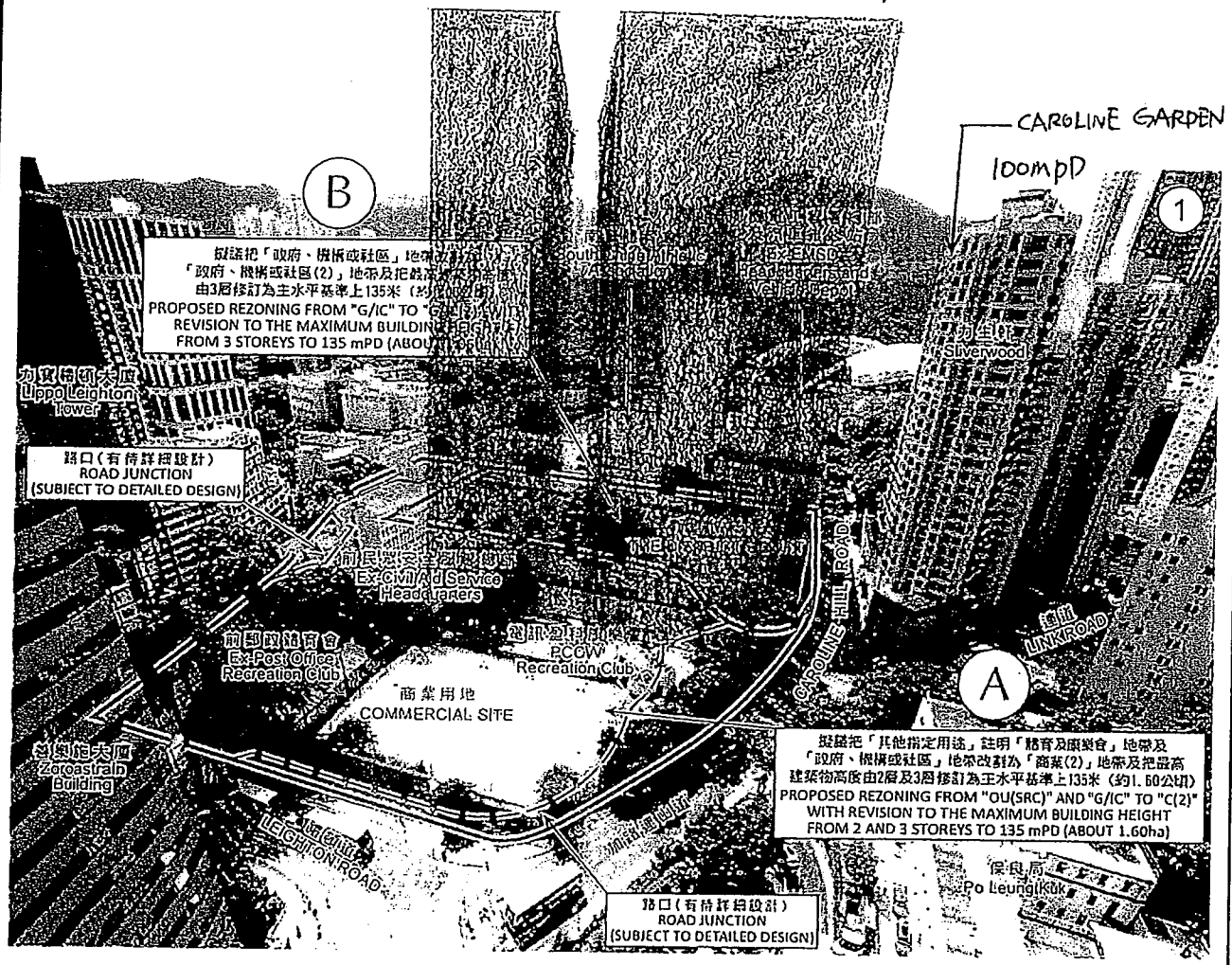
Fig. A Shadow analysis based on Planning Department's proposal




N
道路
Access Road
地盤東面的通道
Eastern Site Access
道路改善工程(東面)
Road Improvement Works (East)
道路改善工程(西面)
Road Improvement Works (West)
商業大廈一座
Commercial Tower 1
BH: +135mPD
+9mPD
5.7mPD
休憩用地
Open Space
15m
樓宇間隙
Building Gap
+6mPD
商業大廈二座
Commercial Tower 2
BH: +135mPD
休憩用地
Open Space
15mPD
+15mPD
地盤西面的通道
Western Site Access
新區域法院一座
The District Court Block 1
BH: +135mPD
15mPD
11.9mPD
13mPD
新區域法院二座
The District Court Block 2
BH: +135mPD
新區域法院平台
The District Court Podium
BH: +22mPD
20m
樓宇間隙
Building Gap
20m
RESIDENTIAL ZONE
R(B)/R(C)
插圖 INSET
商業用地
Commercial Site
新區域法院
The District Court
用途地帶界線
ZONING BOUNDARY
圖例 LEGEND
地盤界線
SITE BOUNDARY
古樹名木
OVT
現存主要樹木群的大約位置
APPROXIMATE LOCATION OF EXISTING MAJOR TREE CLUSTERS
擬保留的石牆與石牆上的樹木的指示位置
INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
道路改善工程的指示路線
INDICATIVE ALIGNMENT FOR ROAD IMPROVEMENT WORKS
道路改善工程的指示範圍
INDICATIVE AREA FOR ROAD IMPROVEMENT WORKS
緊急車輛通道
EMERGENCY VEHICULAR ACCESS (EVA)
地盤進出口
INGRESS / EGRESS OF SITE
緊急車輛通道出/入口
INGRESS / EGRESS FOR EVA
可能設置的地下行人通道
POSSIBLE UNDERGROUND PEDESTRIAN CONNECTION
行人通道
PEDESTRIAN CONNECTION
BH 建築物高度
BUILDING HEIGHT
mPD 在主水平基準上的米數
IN METRE ABOVE PRINCIPAL DATUM
為辨別分區別界線(包括內部道路的走線)及建築物用途的大約位置
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY ACCESS (INCLUDING ALIGNMENT OF INTERNAL ROAD) AND BLOCK DISPOSITION SUBJECT TO DETAILED DESIGN
本圖是根據於2019年2月28日製備，所根據的號數為測量圖號數
11-SW-15D
EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15D
加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE
重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT
SCALE 1 : 1 200 比例尺
METRES 20 0 20 40 60 80 METRES
規劃署
PLANNING DEPARTMENT
參考編號
REFERENCE No.
圖 PLAN
Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片
PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

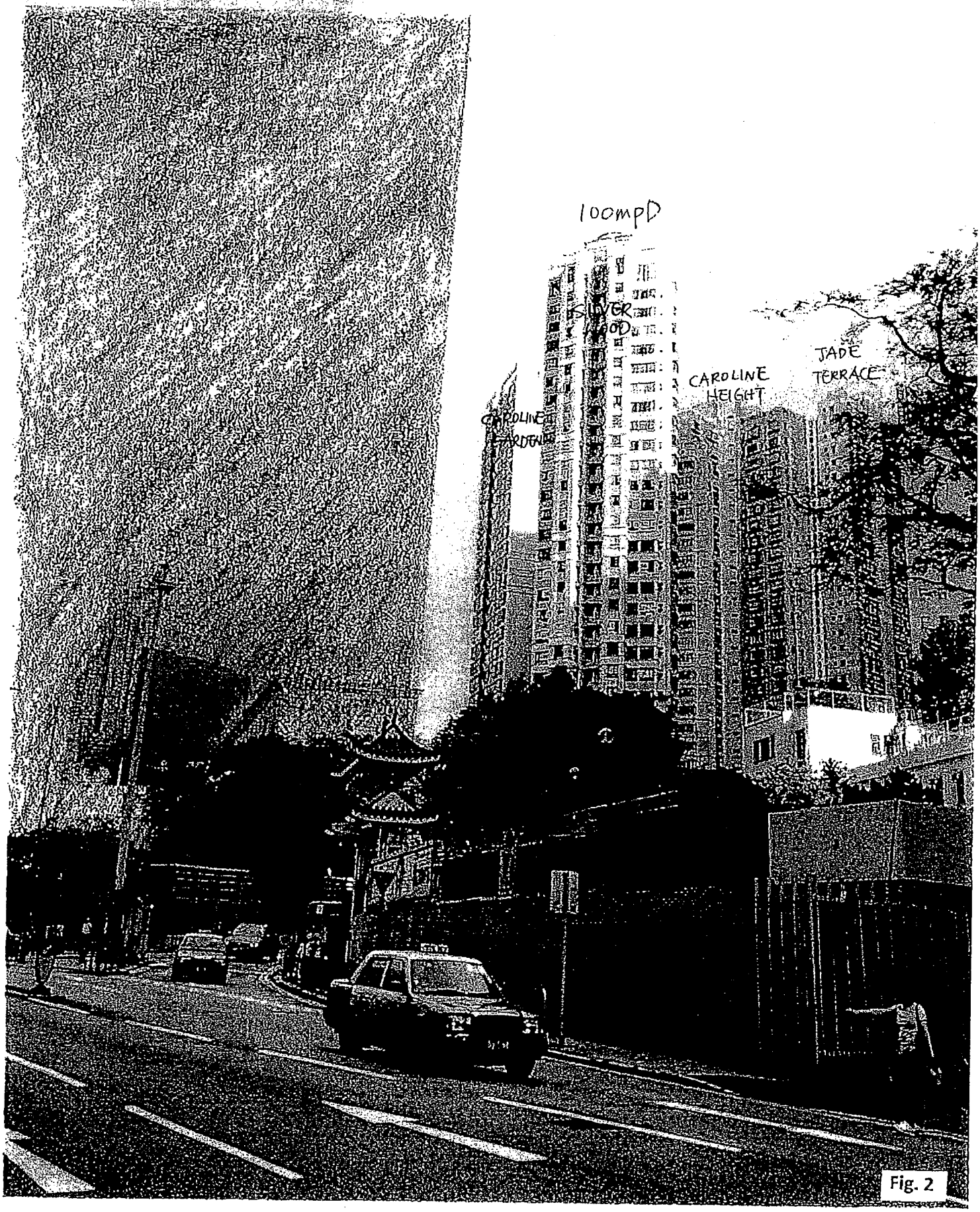

THE DISTRICT COURT 135mpD
100mpD
SILVERWOOD
CAROLINE GARDEN
CAROLINE HEIGHT
JADE TERRACE

Fig. 2

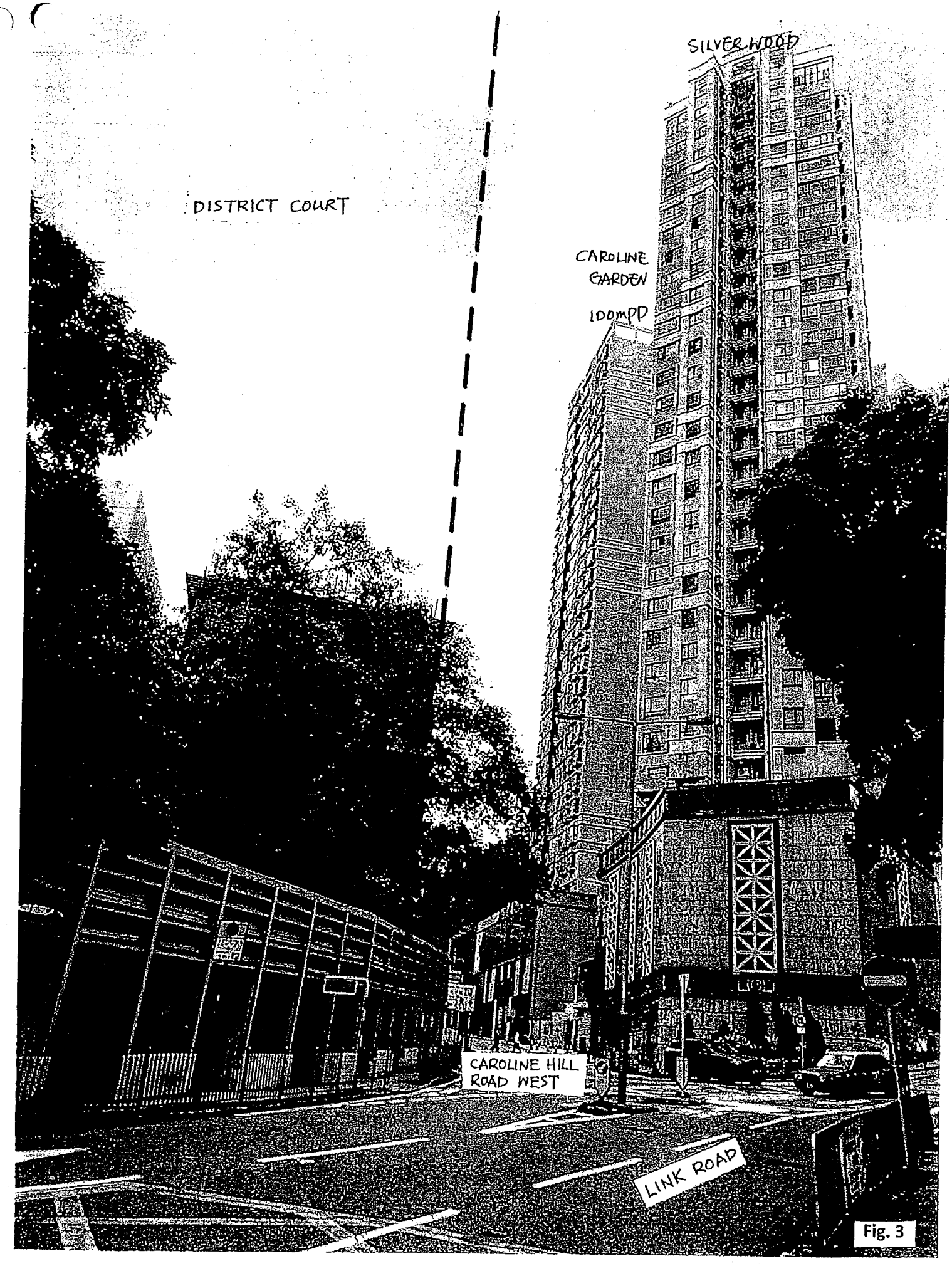

SILVERWOOD
DISTRICT COURT
CAROLINE
GARDEN
100mPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

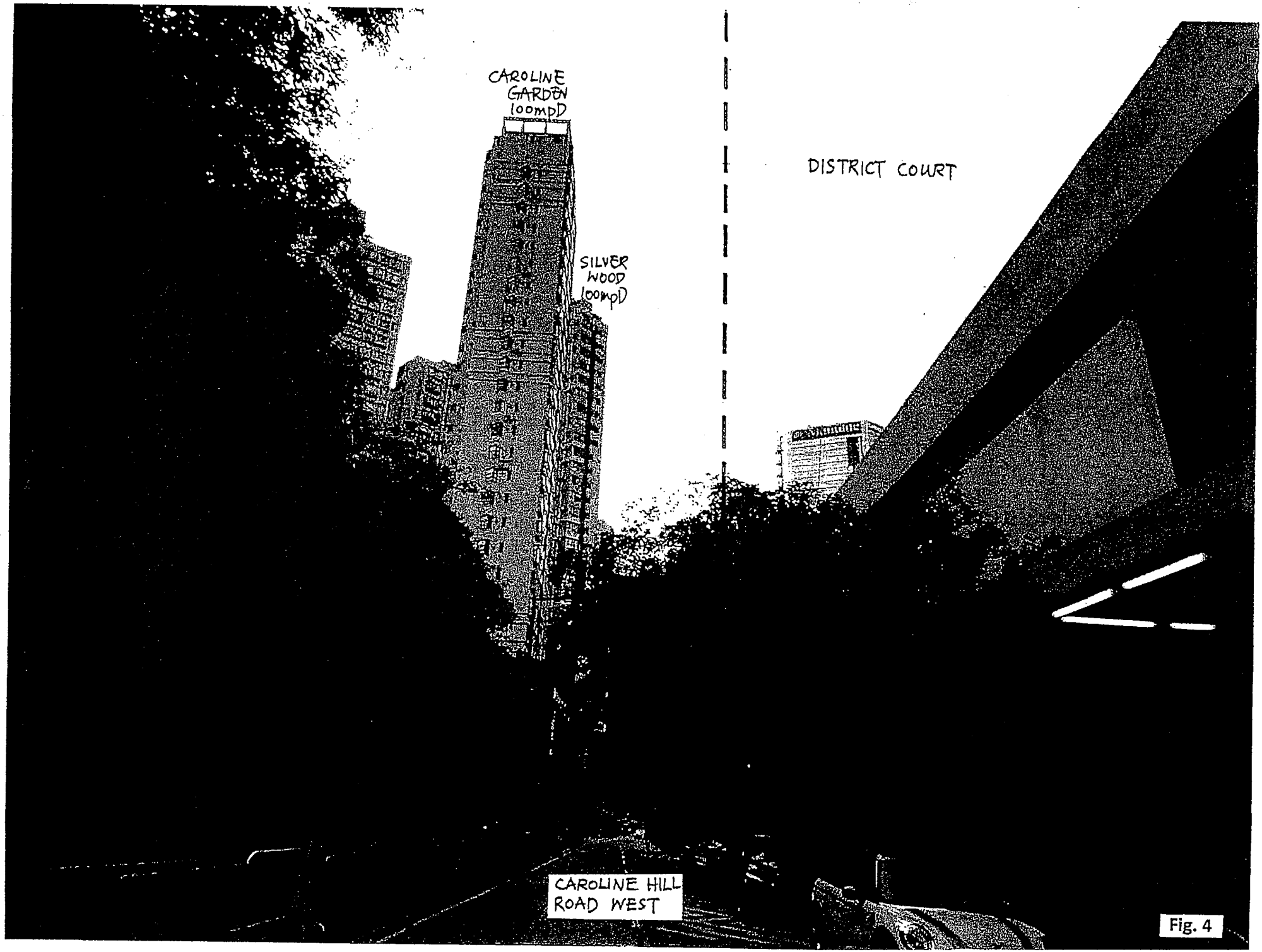

CAROLINE GARDEN loompD
SILVER WOOD loompD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

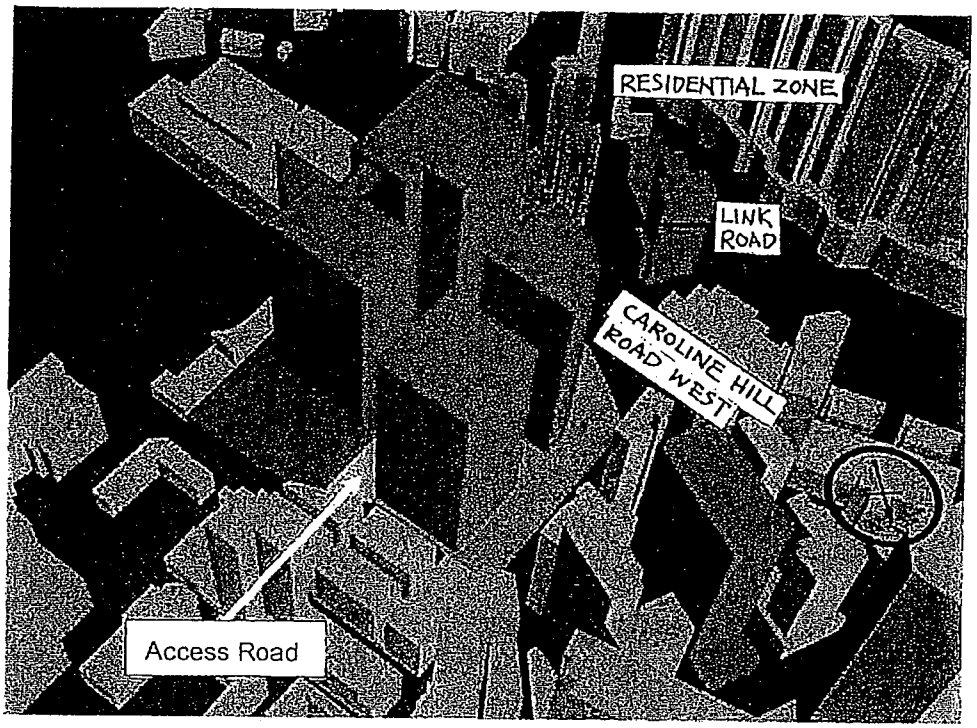


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

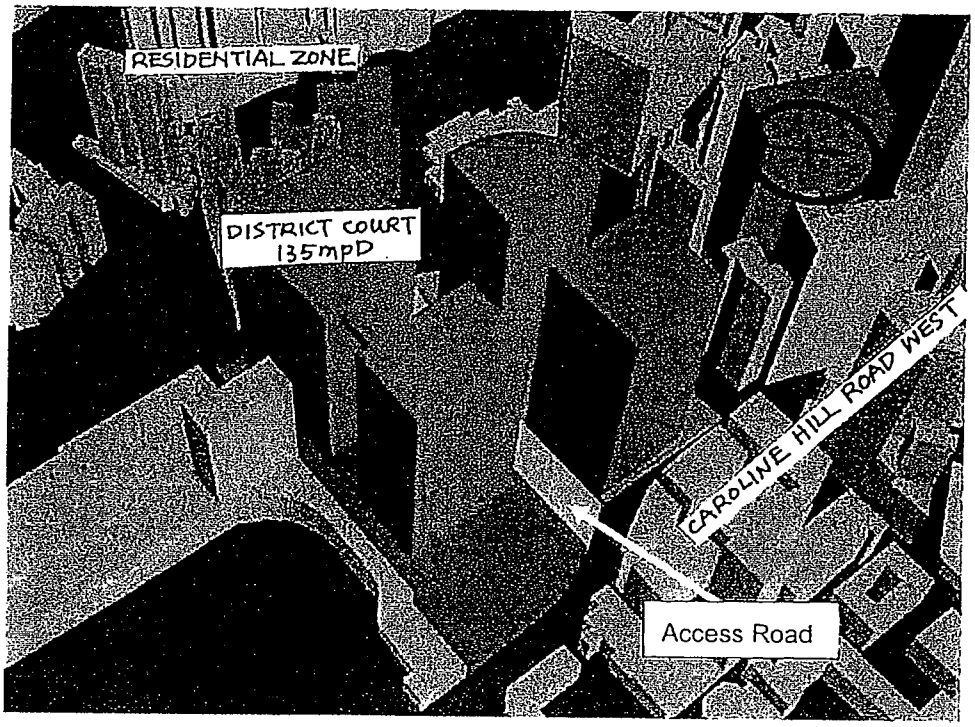


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

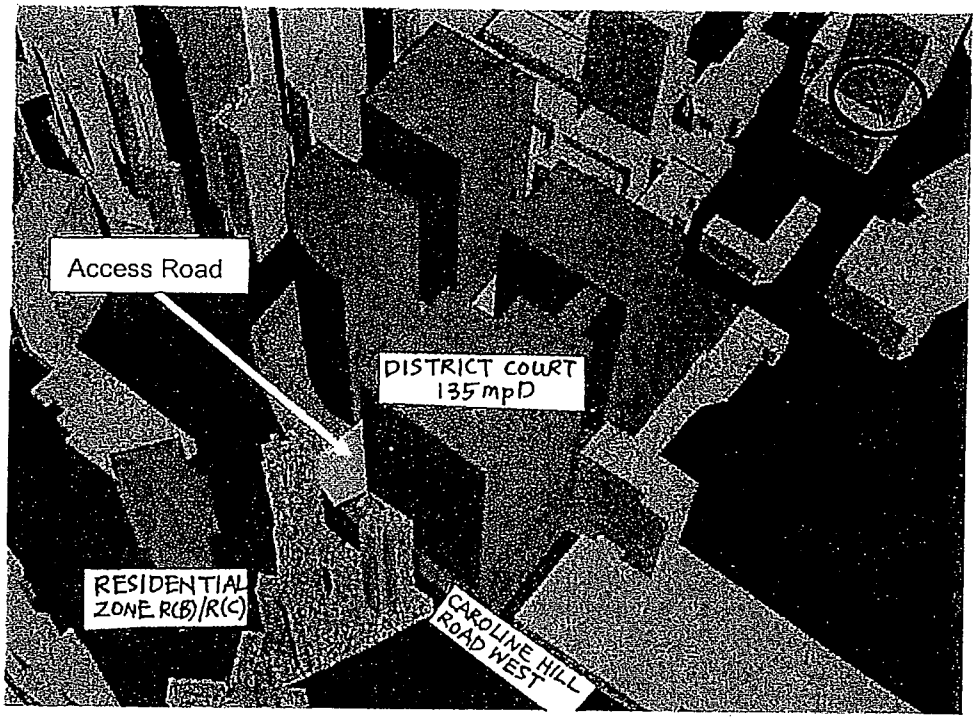


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

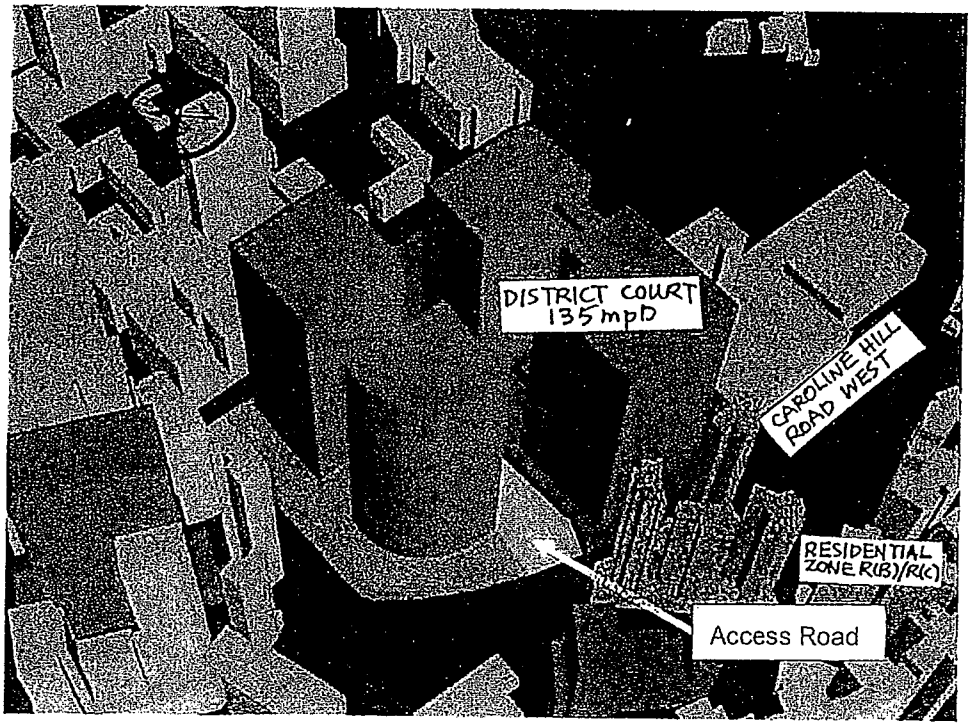
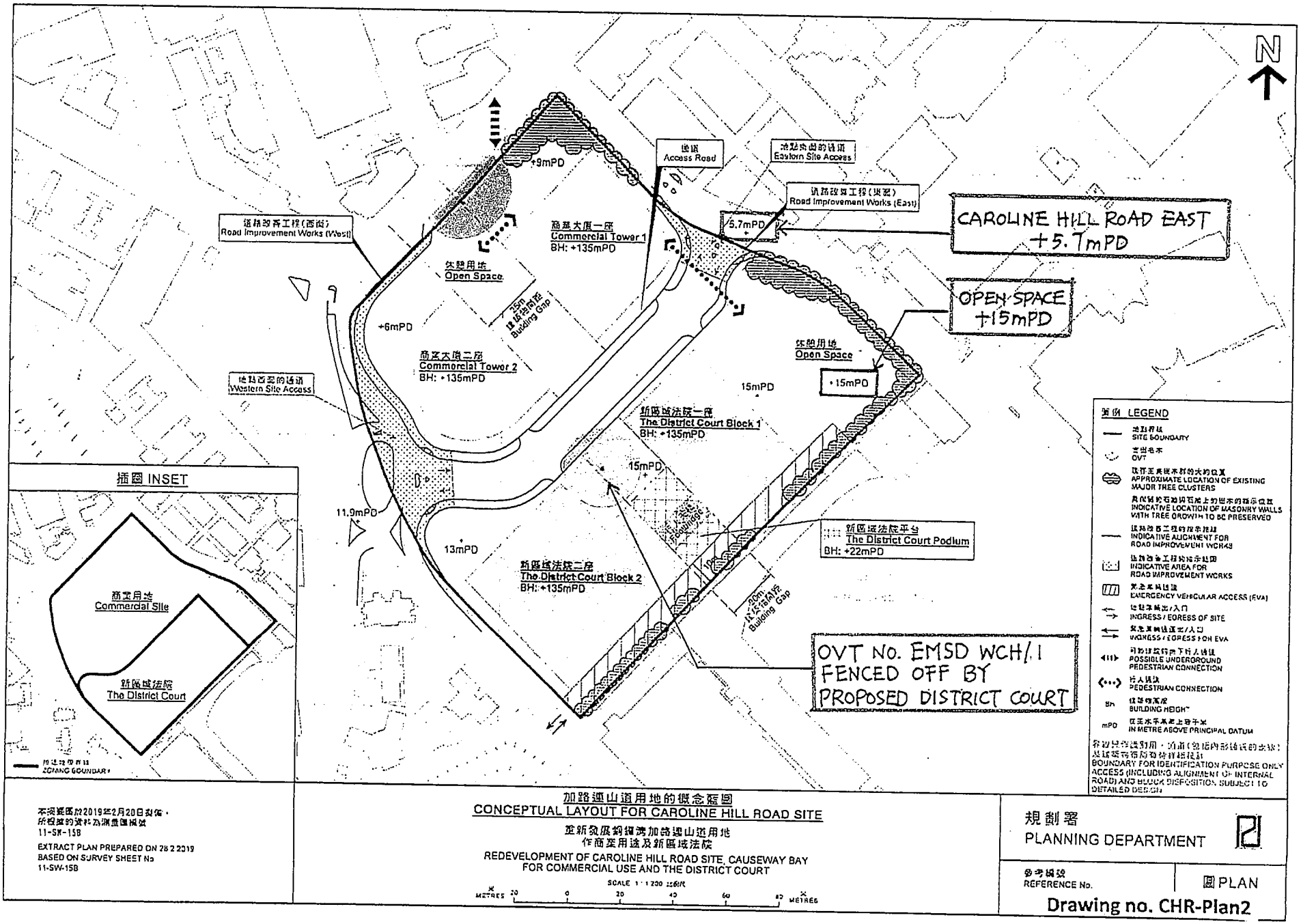


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖編製於2019年2月20日
根據測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 26 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念布局圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

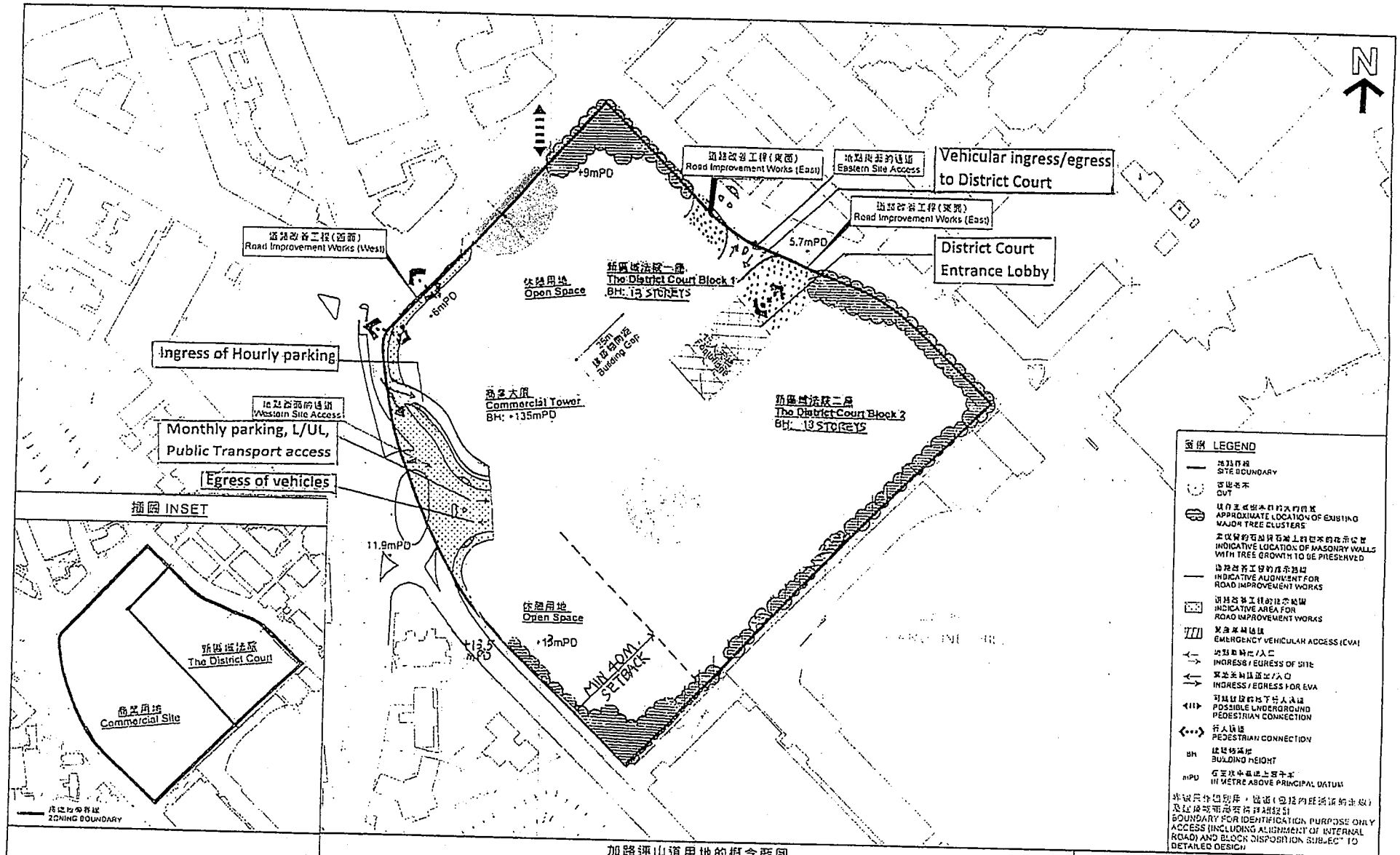
SCALE 1 : 1 200 比例尺

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.

圖 PLAN

Drawing no. CHR-Plan2



本圖基於2019年2月28日的地政總署的資料為測量圖編製
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

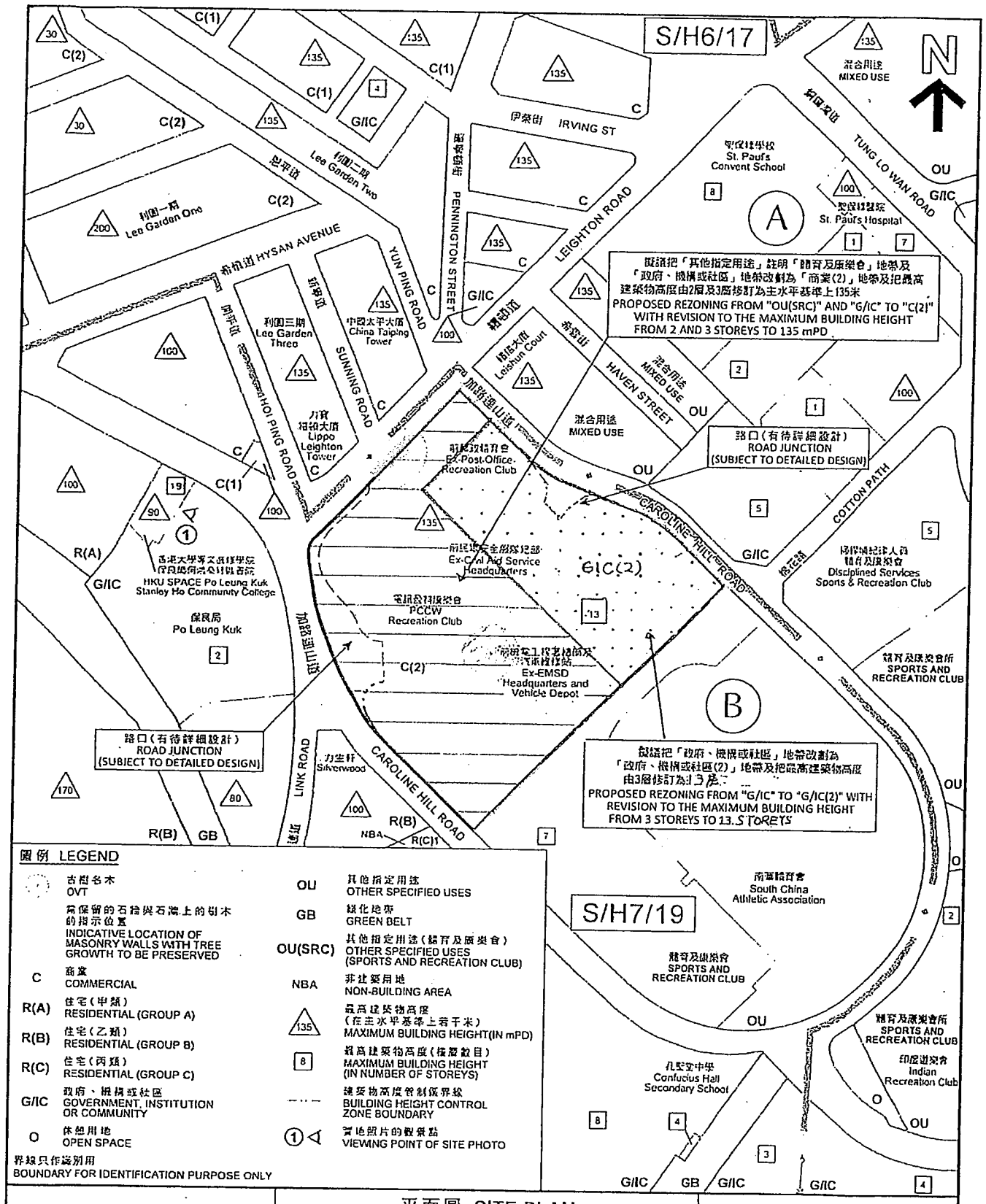
重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 有保留的石砌與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- 界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

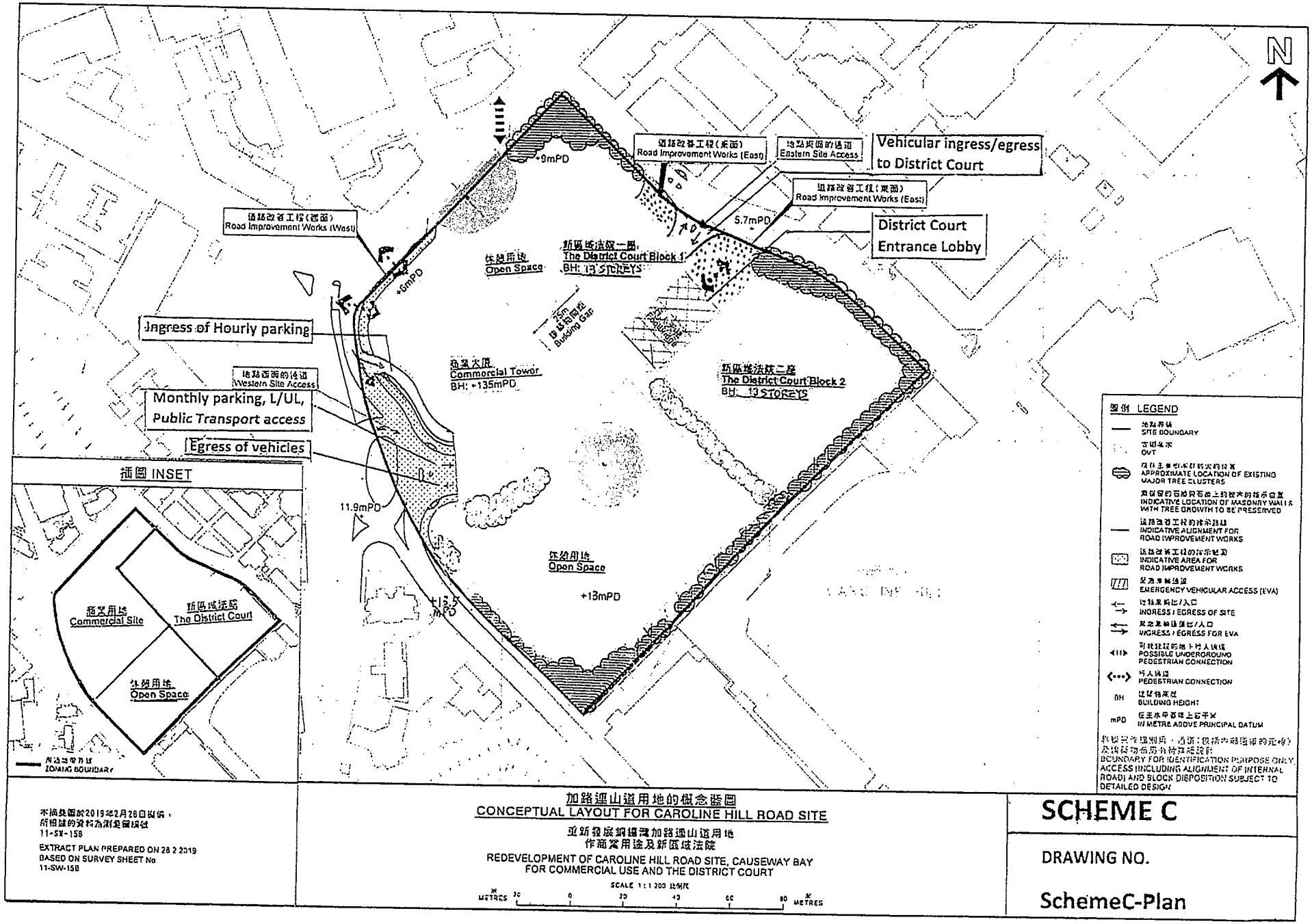
SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28 2 2019
BASED ON SURVEY SHEET No
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

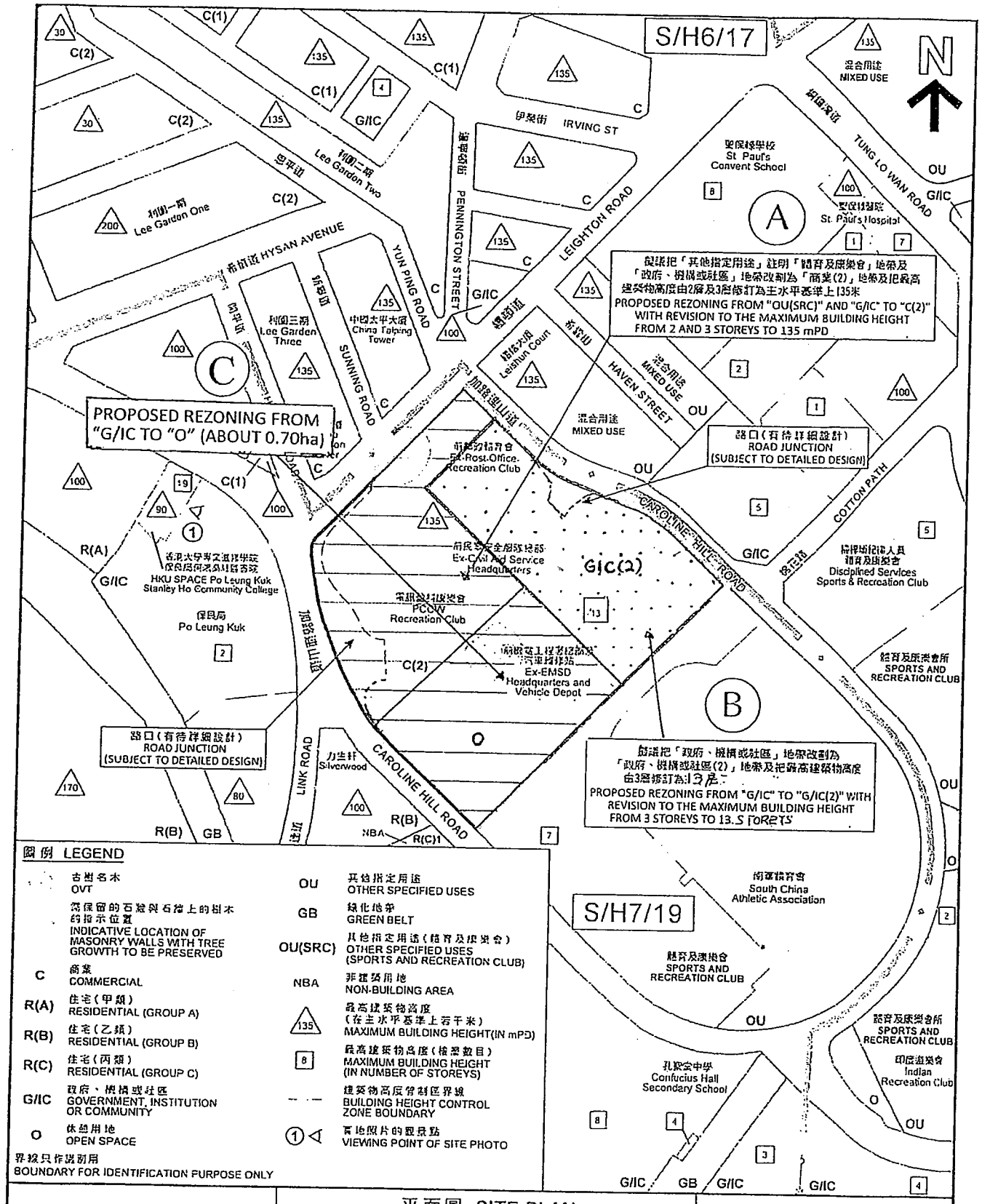
重新發展鋼線灣加路連山道用地作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1:1 200 比例尺

SCHEME C

DRAWING NO.

SchemeC-Plan


S/H6/17
N
PROPOSED REZONING FROM "G/IC TO "O" (ABOUT 0.70ha)
PROPOSED REZONING FROM "OU(SRC)" AND "G/IC" TO "C(2)" WITH REVISION TO THE MAXIMUM BUILDING HEIGHT FROM 2 AND 3 STOREYS TO 135 mPD
PROPOSED REZONING FROM "G/IC" TO "G/IC(2)" WITH REVISION TO THE MAXIMUM BUILDING HEIGHT FROM 3 STOREYS TO 13.5 METRES
ROAD JUNCTION (SUBJECT TO DETAILED DESIGN)
ROAD JUNCTION (SUBJECT TO DETAILED DESIGN)
S/H7/19
A
B
C
O
G/IC(2)
IRVING ST
LEIGHTON ROAD
PENNINGTON STREET
YUN PING ROAD
SUNNING ROAD
HAVEN STREET
CAROLINE HILL ROAD
COTTON PATH
TUNG LO WAN ROAD
LINK ROAD
HYSAN AVENUE
Lee Garden One
Lee Garden Two
Lee Garden Three
China Talping Tower
St. Paul's Convent School
St. Paul's Hospital
Leishun Court
Ex-Post Office Recreation Club
Ex-Civil Aid Service Headquarters
PCCW Recreation Club
Ex-EMSD Headquarters and Vehicle Depot
HKU SPACE Po Leung Kuk Stanley Ho Community College
Po Leung Kuk
Silverwood
Disciplined Services Sports & Recreation Club
SPORTS AND RECREATION CLUB
South China Athletic Association
SPORTS AND RECREATION CLUB
Confucius Hall Secondary School
Indian Recreation Club
混合用途 MIXED USE
圖例 LEGEND
古樹名木 OVT
須保留的石牆與石階上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL
R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O 休憩用地 OPEN SPACE
界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY
OU 其他指定用途 OTHER SPECIFIED USES
GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
① 有地照片的觀景點 VIEWING POINT OF SITE PHOTO
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平面圖 SITE PLAN
重新發展銅鑼灣加路連山道用地作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT
SCALE 1 : 2 500 比例尺
METRES 50 0 50 100 METRES
SCHEME C
DRAWING NO.
SchemeC-OZP

tpbpd

寄件者: [redacted]

寄件日期: 23日07月2019年星期二 23:12

收件者: tpbpd@pland.gov.hk

副本: [redacted]

主旨: Proposed amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/20(S/H7/19A)

附件: CarolineGDN_OCC_Coverletter.jpg; CarolineGDN_OCC_Doc.pdf; CarolineGDN_OCC_Doc.pdf

TPB/R/S/H7/20-27

Dear Secretary of the Town Planning Board,

We are writing to raise our objections and our proposed amendments to the captioned Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019, and would like to make a representation to the Town Planning Board.

Please refer to the attachments (CarolineGDN_OCC_Coverletter, CarolineGDN_OCC_Doc) for the detailed reasons of our representation and our proposals. We sincerely hope that the Town Planning Board can consider our proposals.

Thank you for your kind attention.

Best regards

Caroline Garden OC Committees

加路連花園業主委員會委員

敬啟者：

本業主委員會委員反對城規會於 2019 年 5 月 24 日就《黃泥涌分區計劃大綱草圖 S/H7/20》提出申述，反對大綱草圖的修訂項目。

本委員會委員認為更改土地為商業用途，以及放寬高度限制至 135 米，會對鄰近的交通、景觀、通風等構成嚴重負面影響。有關修訂的規劃文件，包括交通影響評估、景觀影響評估等，並未完全反映區內實際情況，鄰近居民的需求亦被漠視。

本委員會委員亦就加路連山道的發展方案提出以下反建議：

1. 更改用地內的空間編排，將公共空間改置於南邊；
2. 調低法院大樓高度限制至 13 層；
3. 城規會亦應指示政府部門重新進行交通影響評估，並依照新的評估結果，考慮降低商業用地樓面面積；希望城規會予以考慮上述建議。

反對大綱草圖的修訂項目的詳細理由及反建議的詳情載於本信件之附件 CHRSchemeA 內。

此致

城市規劃委員會秘書

二零一九年七月十五日

申述人： 加路連花園業主委員會委員

申述人代表姓名： TSANG WAI LUN WILLIAM 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]	申述人代表姓名： YIM HONG 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]
申述人代表姓名： LIN YEW CHUAN 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]	申述人代表姓名： STEVE CHAN HO WO 申述人代表身份證號碼： [redacted] 地址或 email： [redacted]

account of the said Residential Zone. The AVA report only provides limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 "To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the framework for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

c.) A further study is carried out to demonstrate the health impact to the neighbourhood. A shadow analysis is conducted to simulate the shading effect (in terms of number of hours without direct sunlight penetration in a typical day) casted by the proposed buildings during summertime. Result indicates that in a typical summer day, the residential zone mentioned in 1.1b, especially whole façade of Caroline Garden and part of Silverwood cannot receive direct sunlight in most of the daytime. Please refer to the attached shadow analysis Fig. 7.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Broadwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighbourhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A (S/H7/20), a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone.

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H7/20, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Inadequacies on the Traffic Impact Assessment on the proposed development scheme

We found that there are multiple inadequacies on the traffic impact assessment conducted by Planning Department and Arup, which as a result provides inaccurate baseline traffic statistics and affect the credibility of the conclusion drawn.

1. The traffic figures shown in the baseline scenario is recorded in 2017. The figures may be outdated and may not reflect the recent traffic situation around the site.

2. The baseline scenario is projected based only on two "typical weekdays" and during rush hours. The traffic situation in weekends and non-peak hours were not considered. However, in fact, due to presence of multiple schools and other public services in the proximity, the traffic volume is the highest during the afternoon hours. Moreover, the traffic is hugely affected adversely during events at the Hong Kong Stadium and Happy Valley Racecourse. Since the proposed retail space, open space, District Health Centre and Child Care Centre generates traffic volume in nonpeak hours and weekends, the absence of traffic impact estimation in these hours cannot be justified.

3. The floor area of commercial, District Health Centre, and Child Care Centre assumed in the TIA is different from Planning Department's latest development scheme. This affects the vehicle attraction/generation rate and yield inaccurate model results.

4. The remained capacities of the junctions are based solely on counting vehicles passing through, yet the queuing effect and weaving effect are not taken into account. Such measuring methodology would underestimate the traffic flow.

Since the development scale, i.e. the GFA of the commercial development relies on the remaining capacity of the road networks, the inadequacies of the TIA mentioned above makes the conclusion on the remaining capacity questionable. We hereby request the Town Planning Board to hold the OZP amendment and request a more comprehensive and updated TIA, and to review the scale of the commercial development based on the updated TIA result.

B. <u>Justification on the Disposition of District Court and adjacent Open Space</u>

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Broadwood Road. Actually, the whole planning document including the technical assessment report, did not take into

However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually become an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

C. <u>Justification of the Height of the District Court</u>

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000m2. And with reference to the proposed Conceptual Layout Plan for the CHR site (Plan 5), the floor area of the District Court is approx. 5,300m2 /fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2)	District Court 1+ District Court 2= 5300 approx.	N/A	5483.6
Building Height (m)	135	50 (Approx.)	60 (Approx.)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

D. **Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/20**

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

E. **Proposed amendments to the draft plan**

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in three proposals, namely Scheme A, Scheme B and Scheme C, for your further consideration.

Scheme A *(Please refer to attached drawing no. SchemeA-Plan)*

Merits of Scheme A

(a) enhance sunlight penetration, ventilation and visual openness to the neighbourhood;
(b) ensure the open space to be easily accessed by the public;
(c) add value to the development by incorporating the OVT to the public open space;

(d) relocation of open space can serve as a buffer zone against the densely populated district

1. The District Court is moved eastward, and the Open Space is moved southward. The south-west façade of the District Court abutting Caroline Hill Road west is set back 50m away from the principal façade of the opposite building (Caroline Garden). Therefore, allowing more sunlight penetration, ventilation and visual permeability. A shadow analysis is carried out (refer to Fig. 8) and shows that the sunlight cast towards the residential blocks along Caroline Hill Road west is much better than that in the original plan (Fig.7). Please note that this layout will not affect the 4-5 storeys high St. Paul's Convent opposite the District Court Block along Caroline Hill Road East.

2. The level of the Open Space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

3. The revised location of open space can also serve as a buffer zone against the heavy traffic at the proposed round-about. This revised layout can alleviate the noise impact to the District Court.

4. Unlike the draft plan with the Open Space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the Open Space to serve as an extension and a continuous green belt to the adjacent neighbourhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment. Please refer to attached drawing no. CHR-Plan3, showing the location of the green belt.

5. It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A (S/H7/20) and its attached Notes and ES:

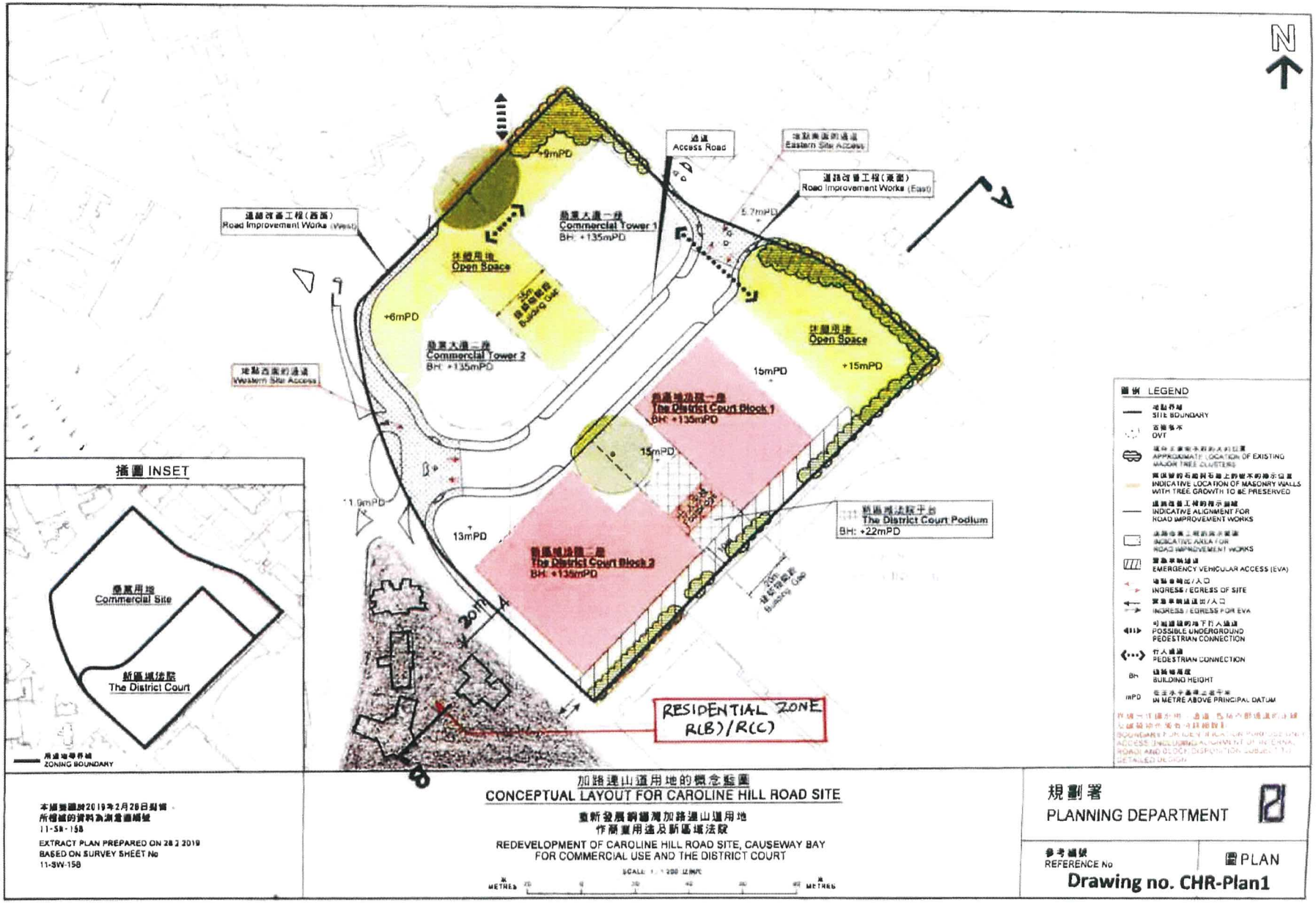
1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A (S/H7/20). Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeA-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A (S/H7/20). Schedule of uses: Commercial***

Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

4. *Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A (S/H7/20) "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the northern portion fronting Leighton Road. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")*
5. *Amendments to the Explanatory Statement Item 8.5.6 of OZP S/H7/19A (S/H7/20) The "G/IC(2)" site at Caroline Hill Road is earmarked for accommodating a district court for future expansion of judiciary facilities. Development and/or redevelopment is restricted to a maximum gross floor area of 70,000m2. A clear gap of not less than 50m in width, measuring from the principal façade of Caroline Garden facing Caroline Hill Road to the south-west or the nearest façade, whichever is the closest, of the development and/or redevelopment shall be provided, to facilitate sunlight penetration, better air ventilation and visual permeability. The stone retaining wall along the southern periphery of the site shall be preserved...*

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
Fig. 6
Drawing no. CHR-Plan2
Drawing no. CHR-Plan3
Drawing no. SchemeA-Plan
Drawing no. SchemeA-OZP
Fig. 7
Fig. 8



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

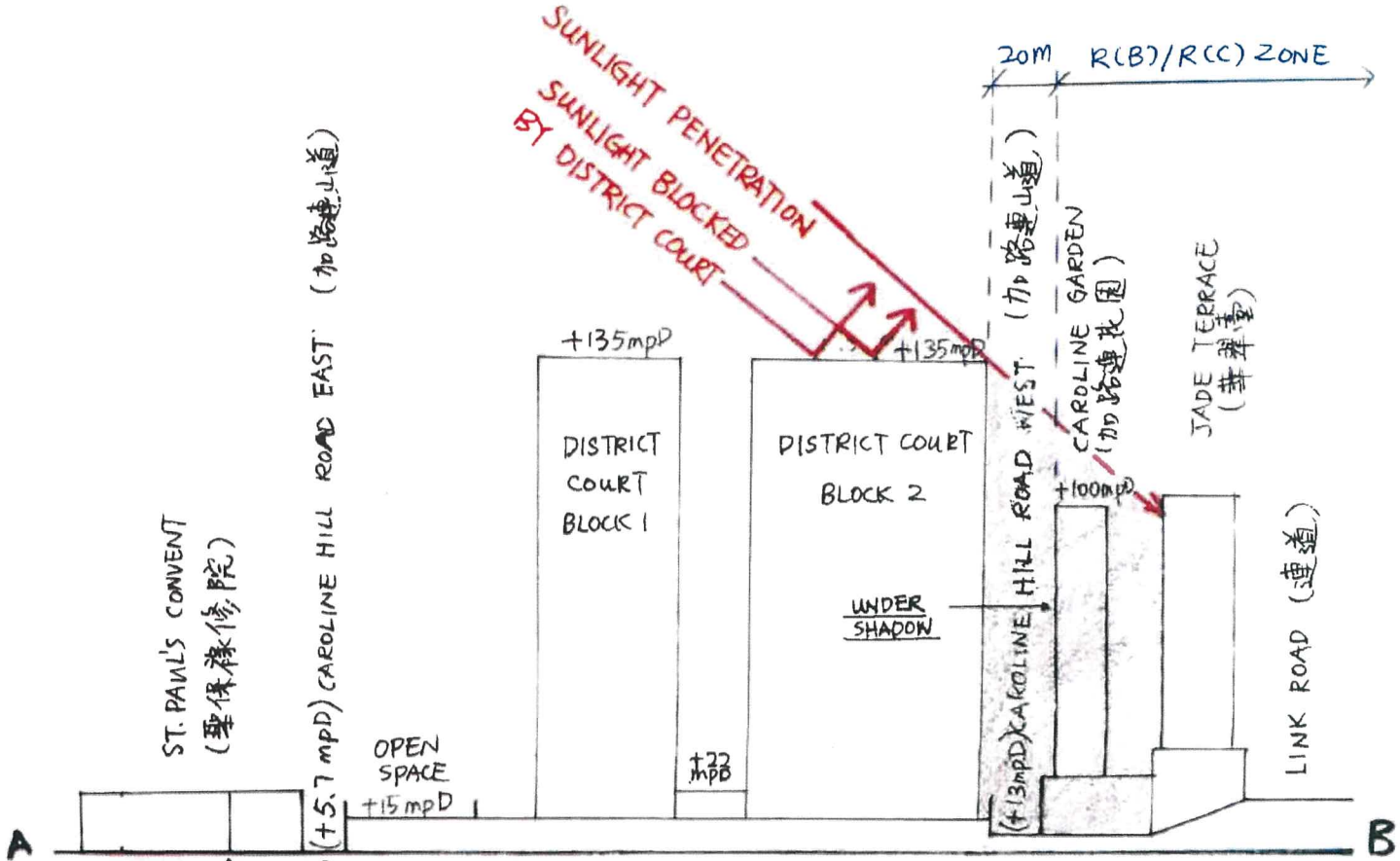
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規劃署
PLANNING DEPARTMENT

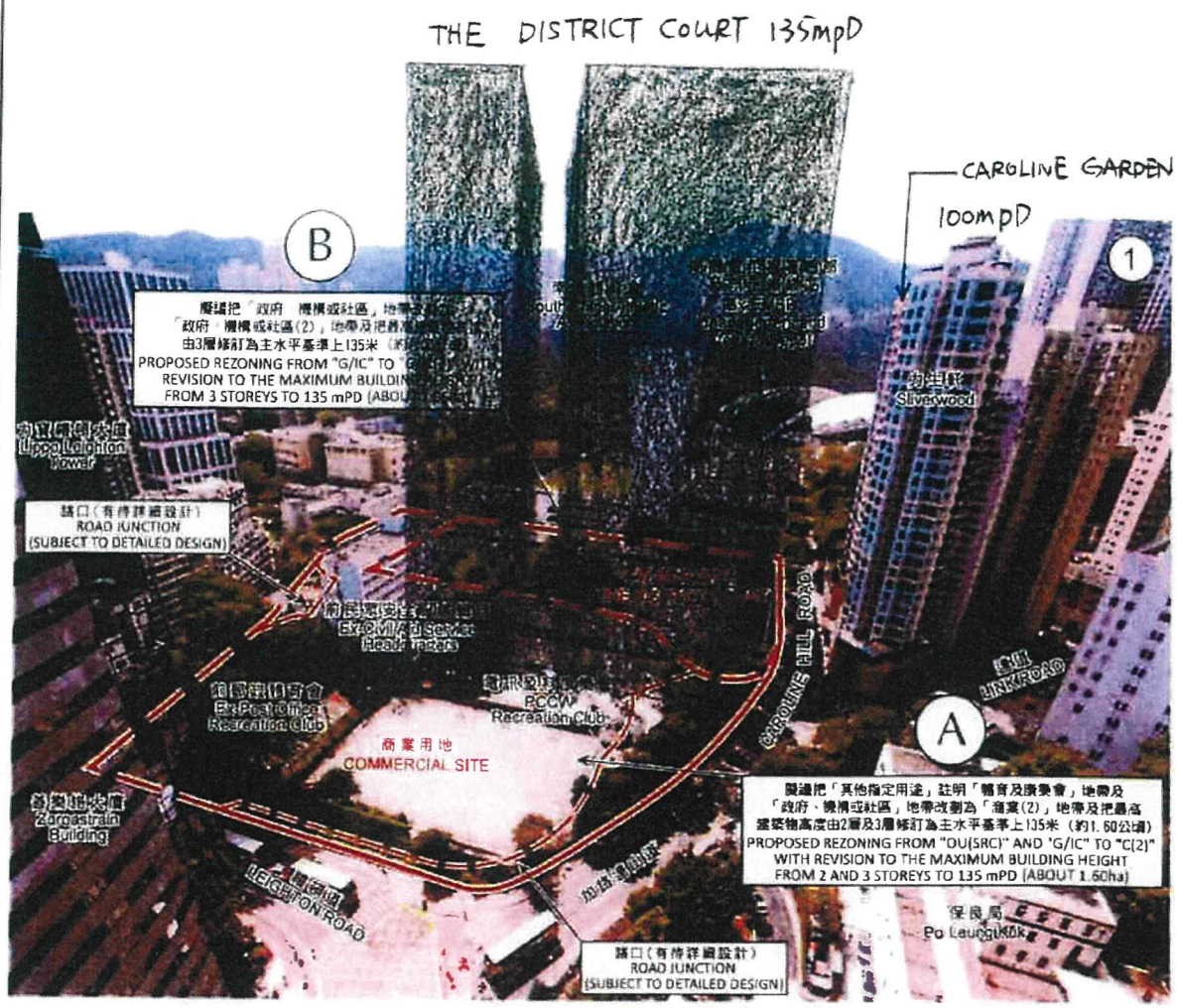
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

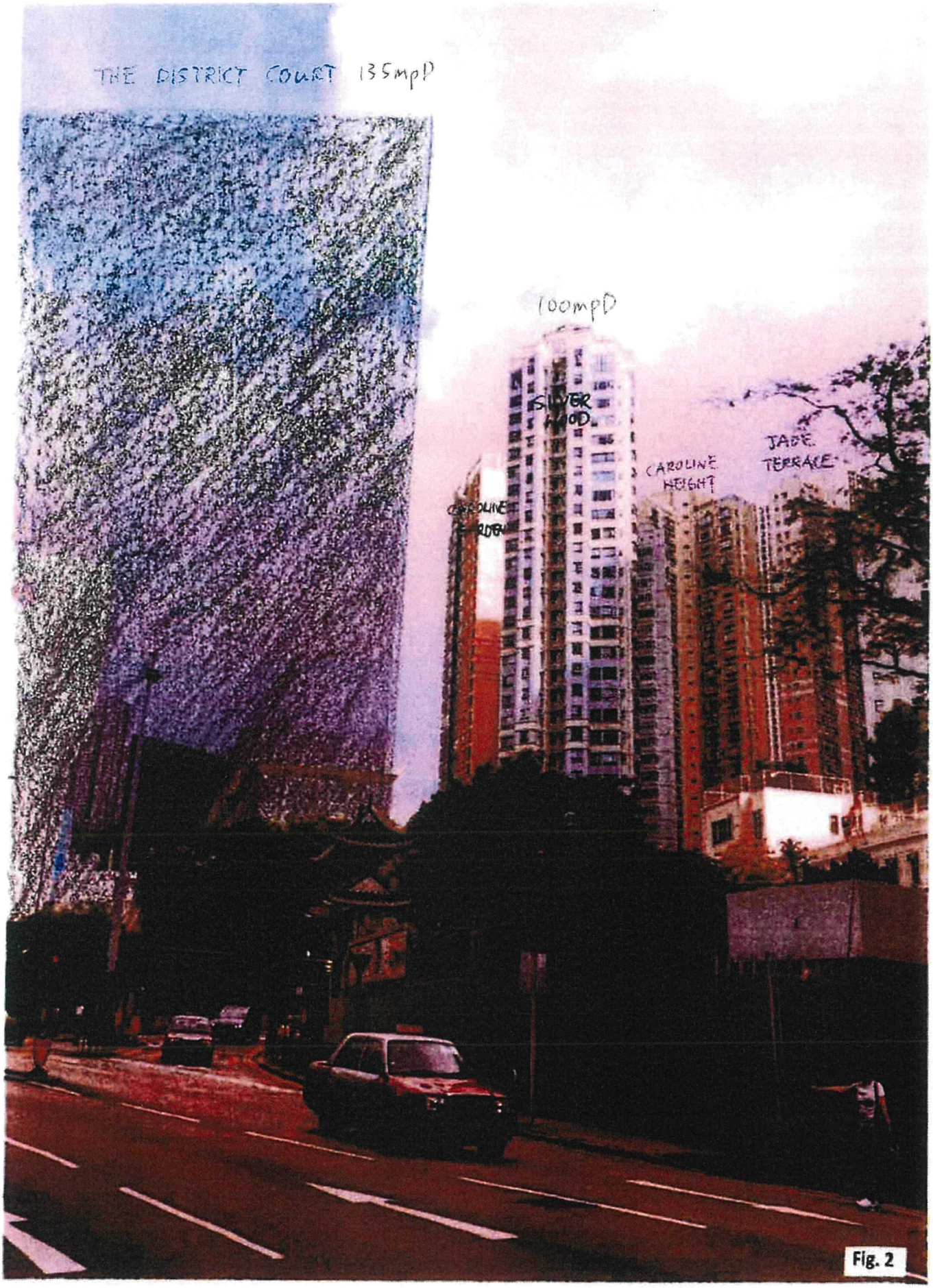

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

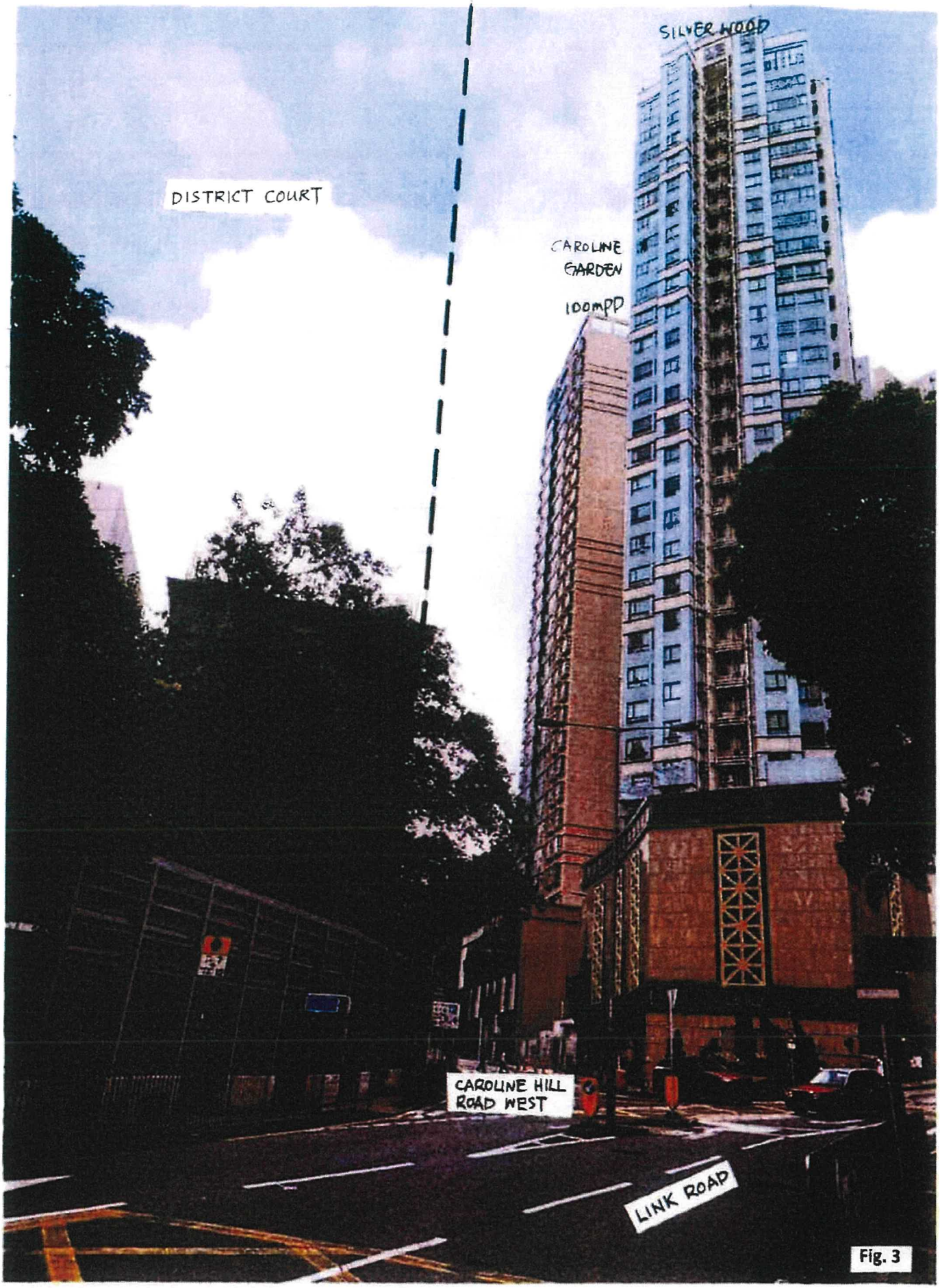

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

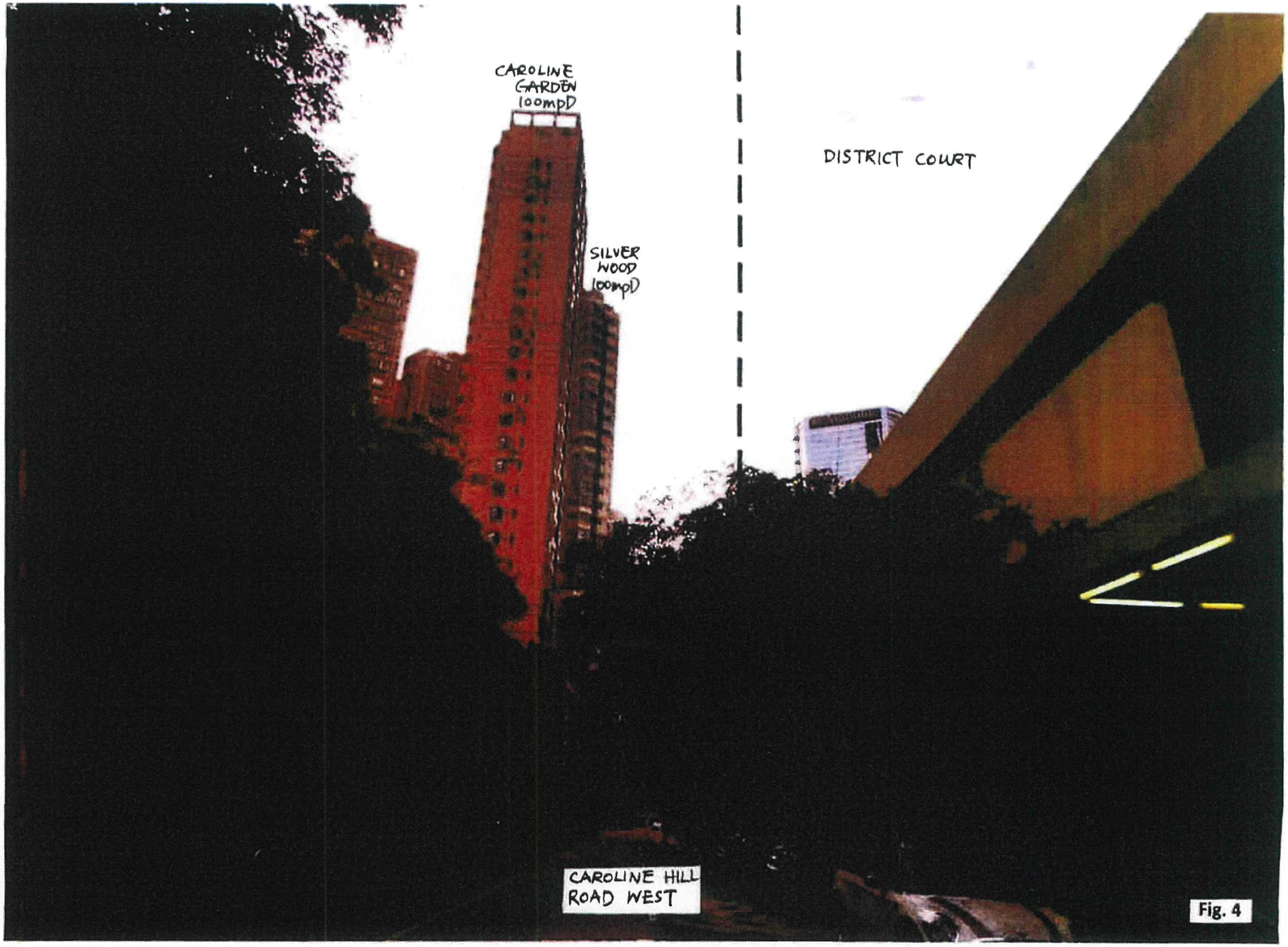

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

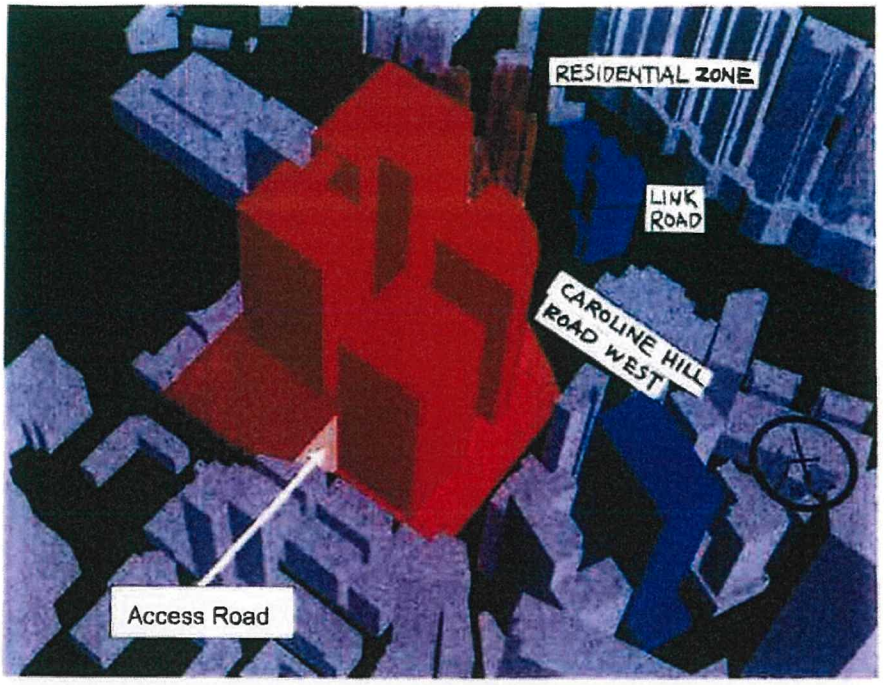


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

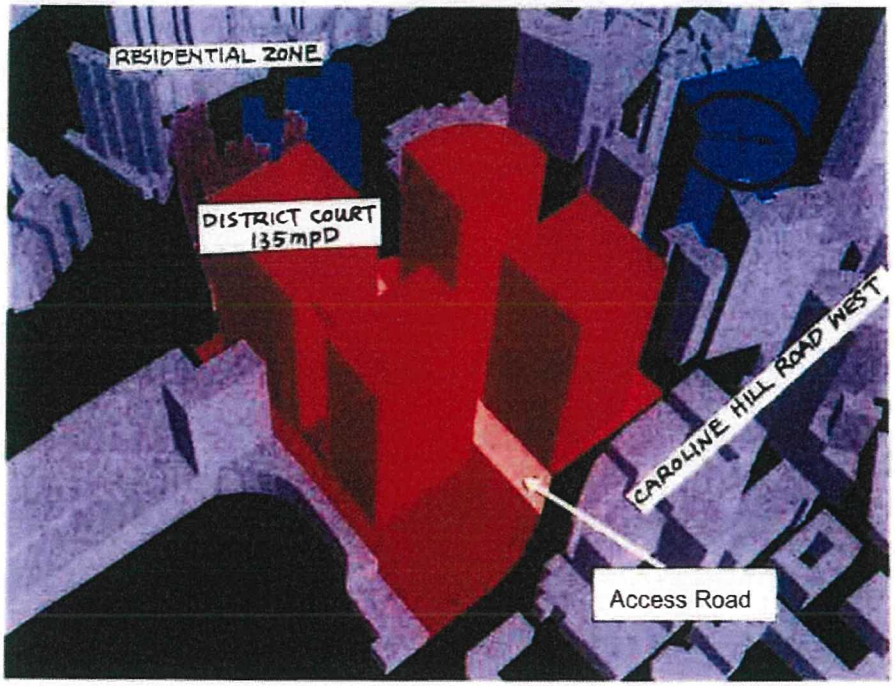


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

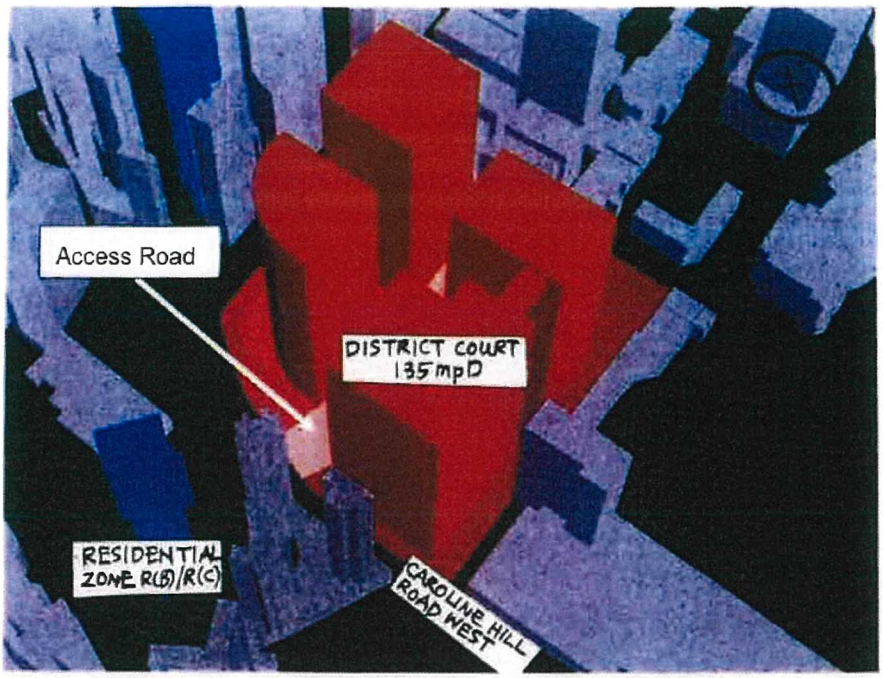


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

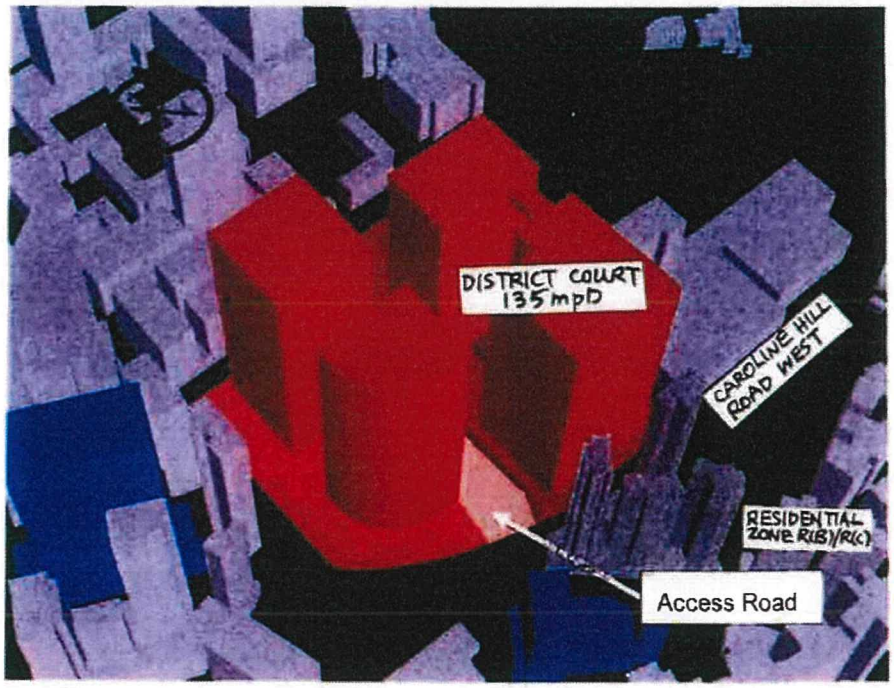
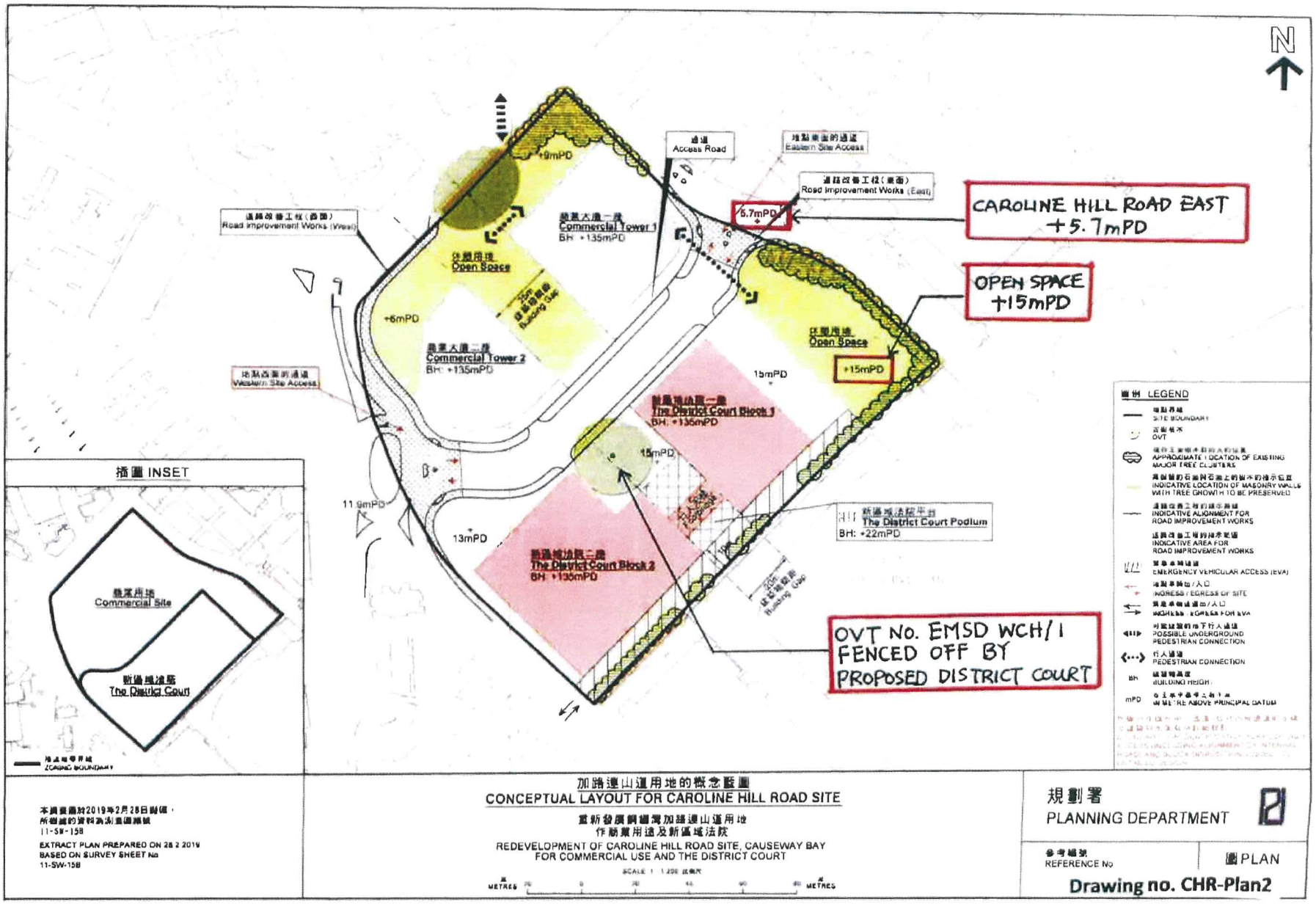


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

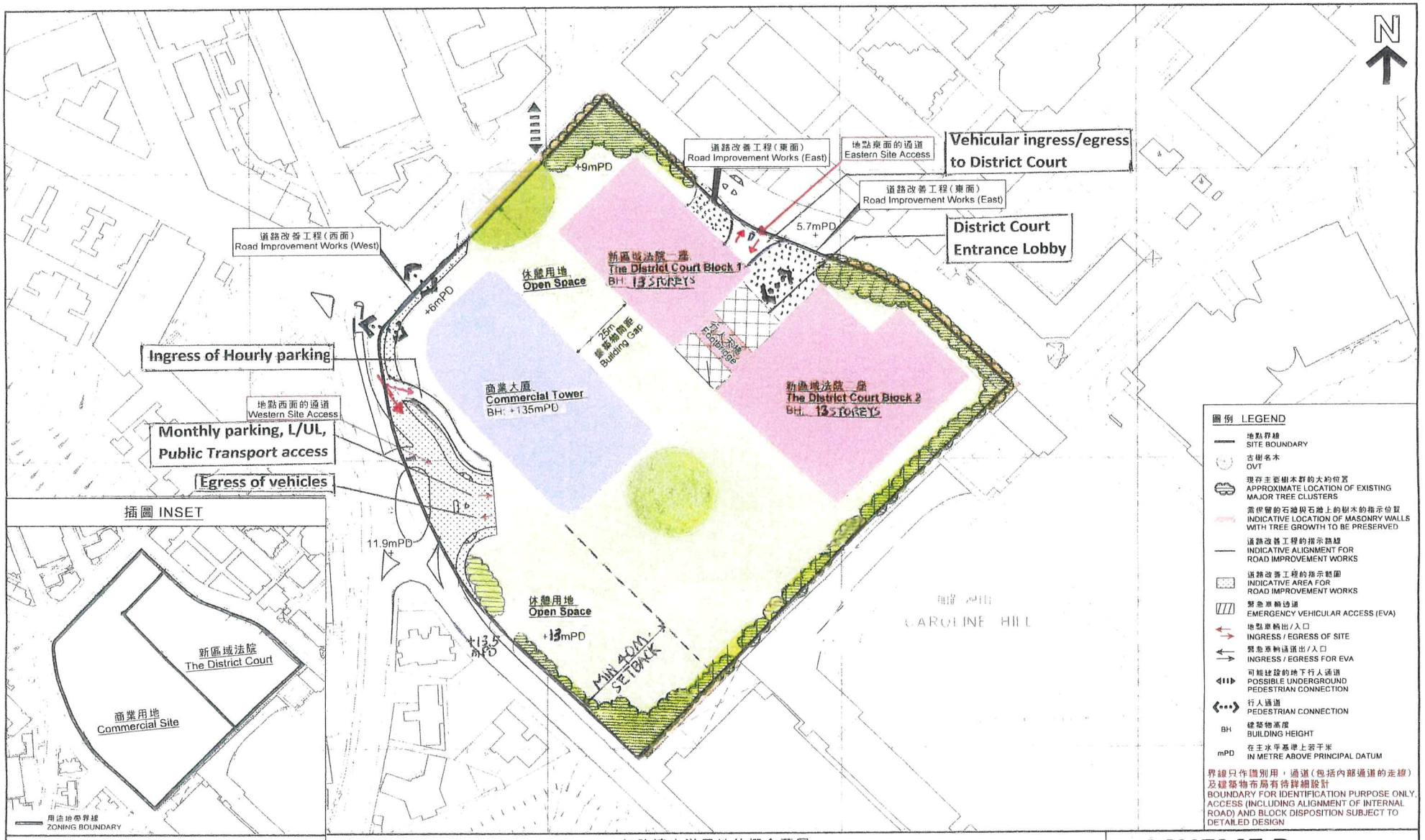
SCALE 1 : 1,250

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

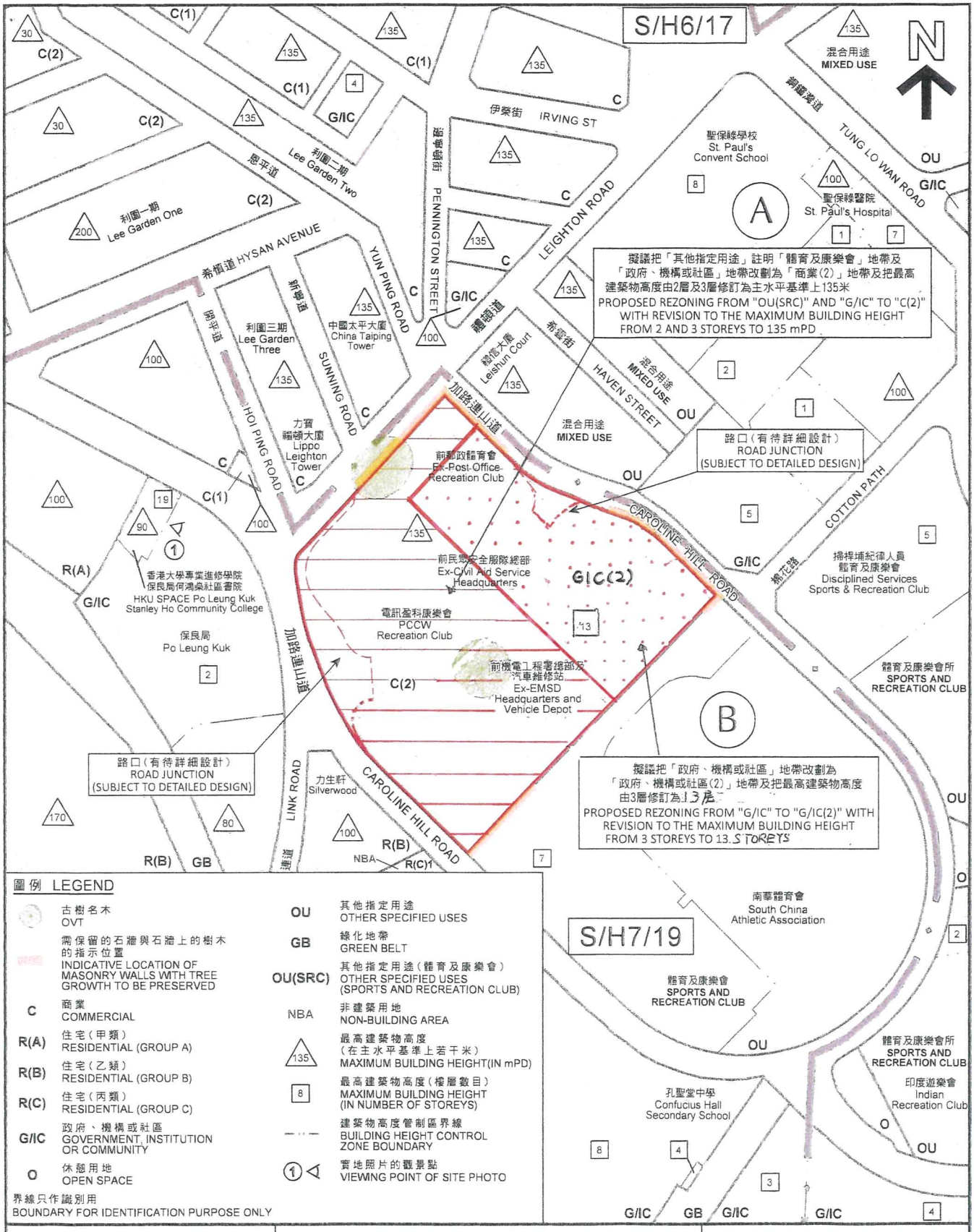
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

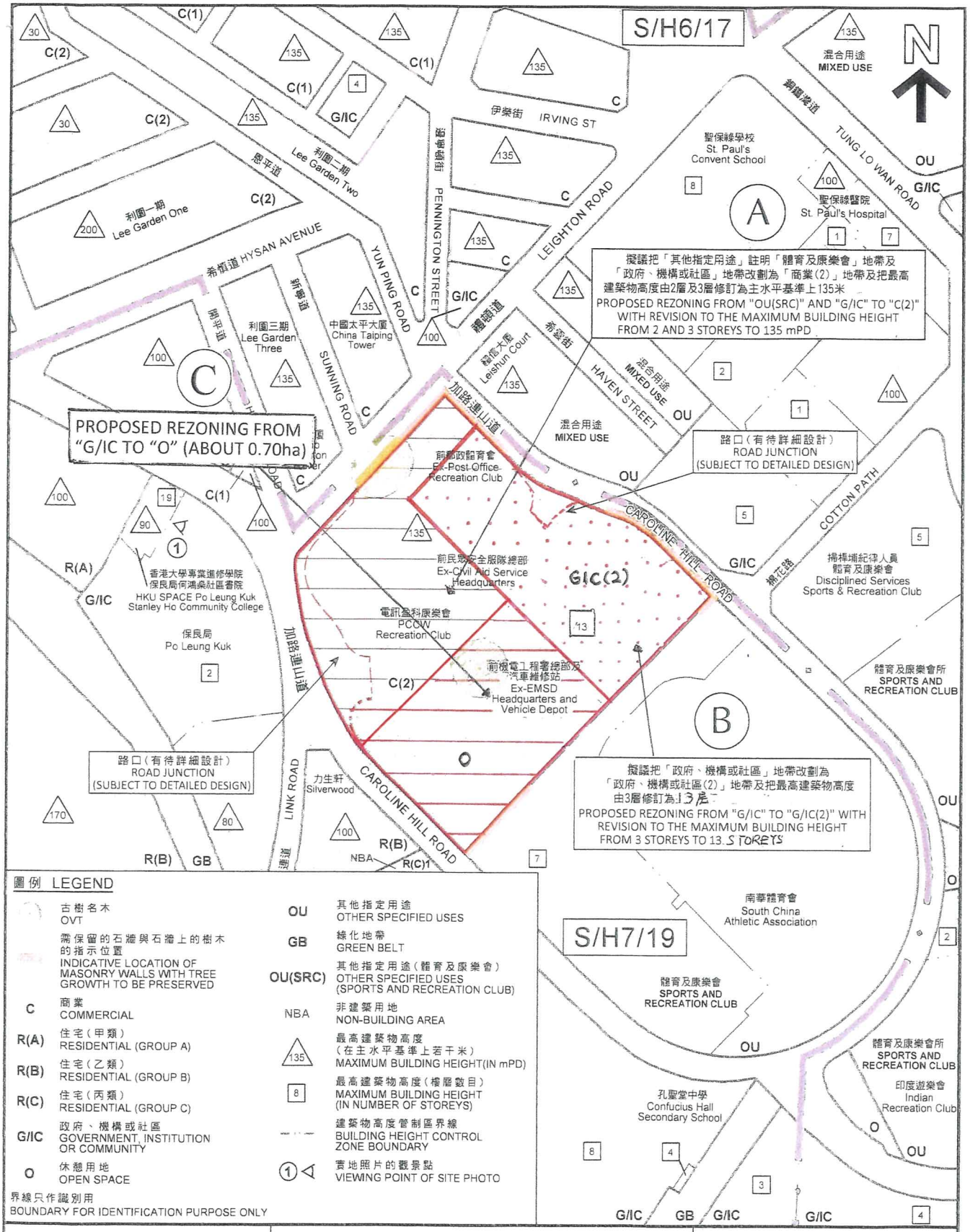
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

Residents of Jardine's Lookout

TPB/R/S/H7/20-28

23rd July 2019

Dear Secretary of the Town Planning Board,

I, Lam Wai Man, Anson and residents of Jardine's Lookout are writing to make a representation against the amendment items in the Wong Nai Chung Outline Zoning Plan S/H7/20 (S/H7/19A) gazette in 24th May 2019.

We are concerned about the proposal to change the land use in the Caroline Hill Road site (CHR Site) into commercial uses and to loosen the height limit to 135mPD, and the provision of District Court with revision to the maximum building height from 3 storeys to 135mPD, as these would hugely affect the traffic, ventilation and view in the surrounding area. The Traffic Impact Assessment report conducted two years ago failed to reflect the latest situations in the community. The Visual Impact Assessment report did not conduct in a comprehensive manner as well.

We hereby would like to propose two schemes to ensure the CHR site can be utilized to its potential and be beneficial the neighborhood. Please refer to the attachment for the detailed reasons of our representation and our proposals, for your kind consideration.

Thank you for your attention.

Yours Faithfully,

Lam Wai Man Anson and Residents of Jardine's Lookout

Representor: Residents of Jardine's Lookout

Full name of Representor's Representative: Lam Wai Man Anson

HKID No. of Representor's Representative: [redacted]

Address: Unit 605, Workingview Commercial Building, 21 Yiu Wa Street, Causeway Bay

RECEIVED
24 JUL 2019

619

22nd July, 2019

TPB/R/S/H7/20-29

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee

RECEIVED
24 JUL. 2019
Town Planning Board

We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. Justification of the Height of the District Court

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided <u>at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line.</u> The future developer will be required to submit a landscape plan under lease. <u>The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and</u> the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved...."

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 $feet^2$ commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: [signature]

Name: OR WAI FONG FLORENCE

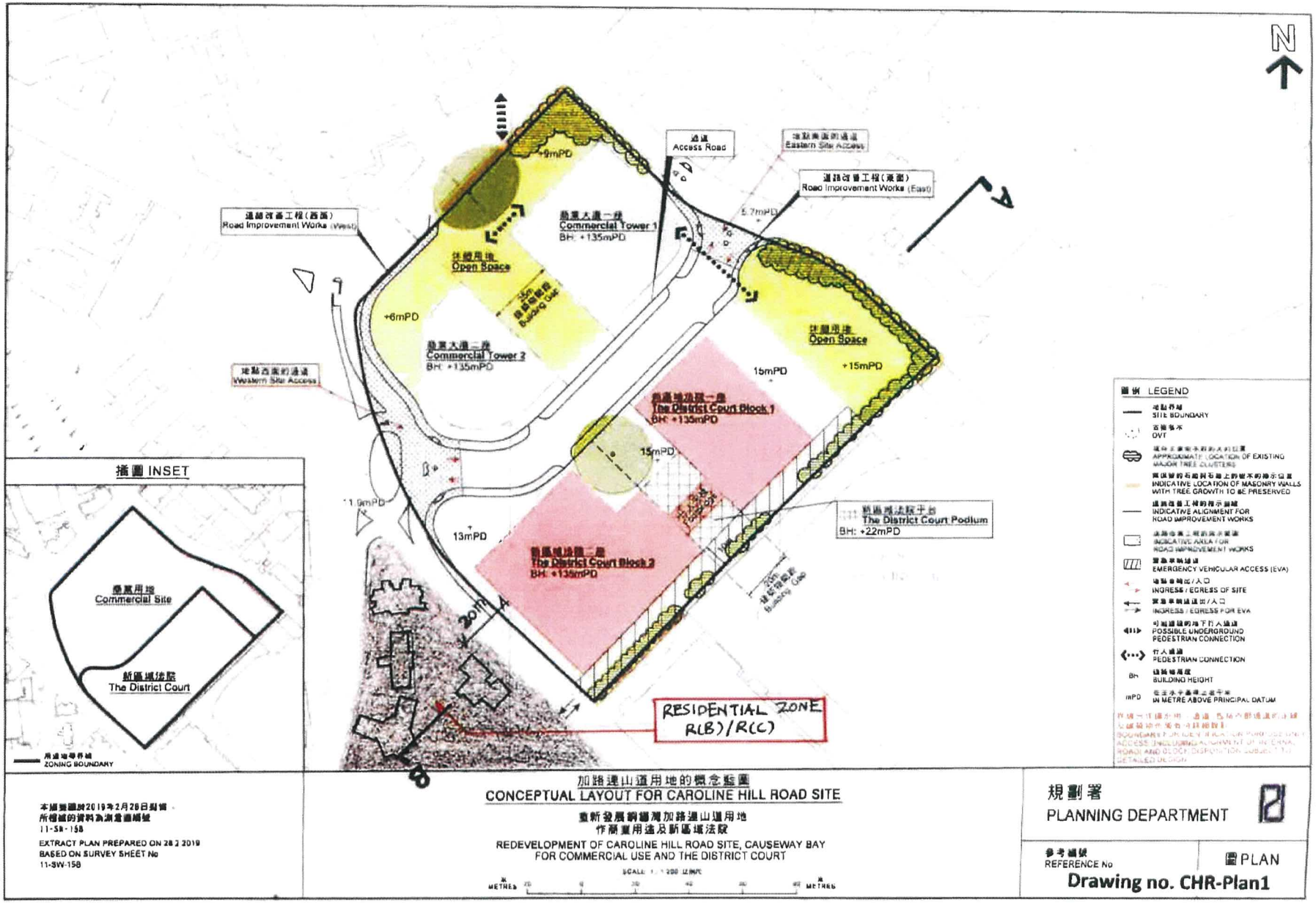
Name of Estate: LINDEN HEIGHT

Position: Chairlady

Email: [redacted]

Date: 22/7/2019

HKID: [redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

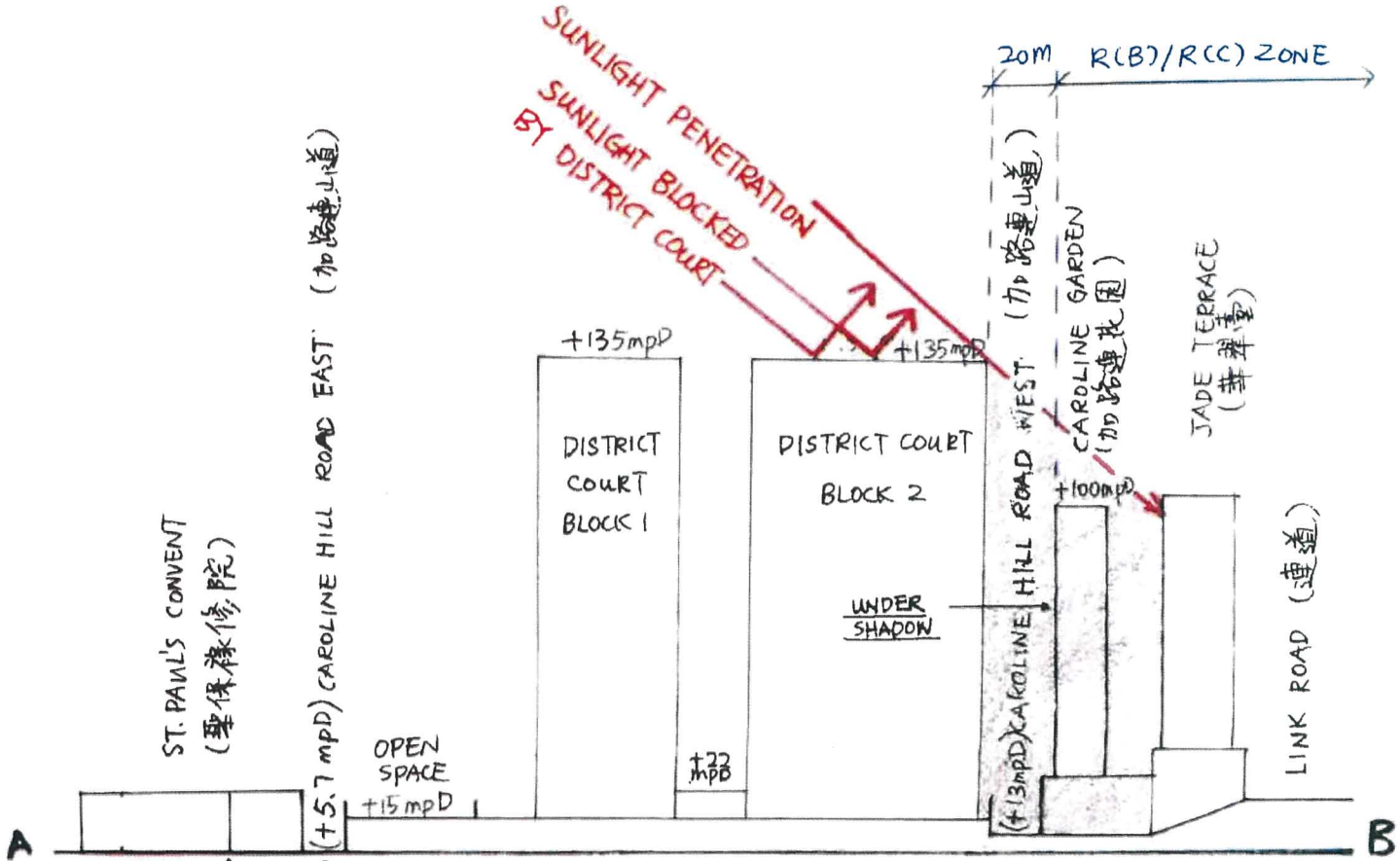
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規劃署
PLANNING DEPARTMENT

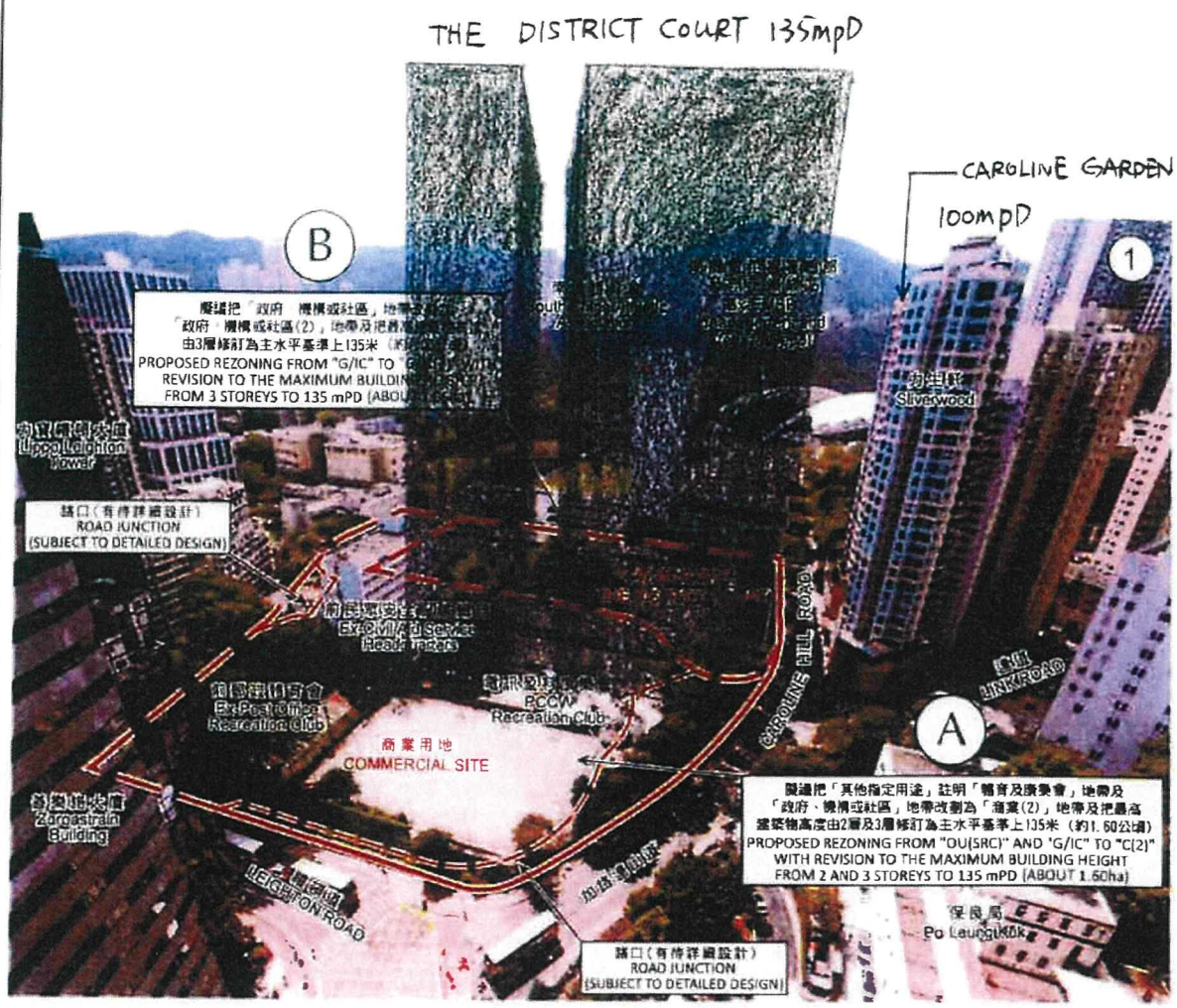
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

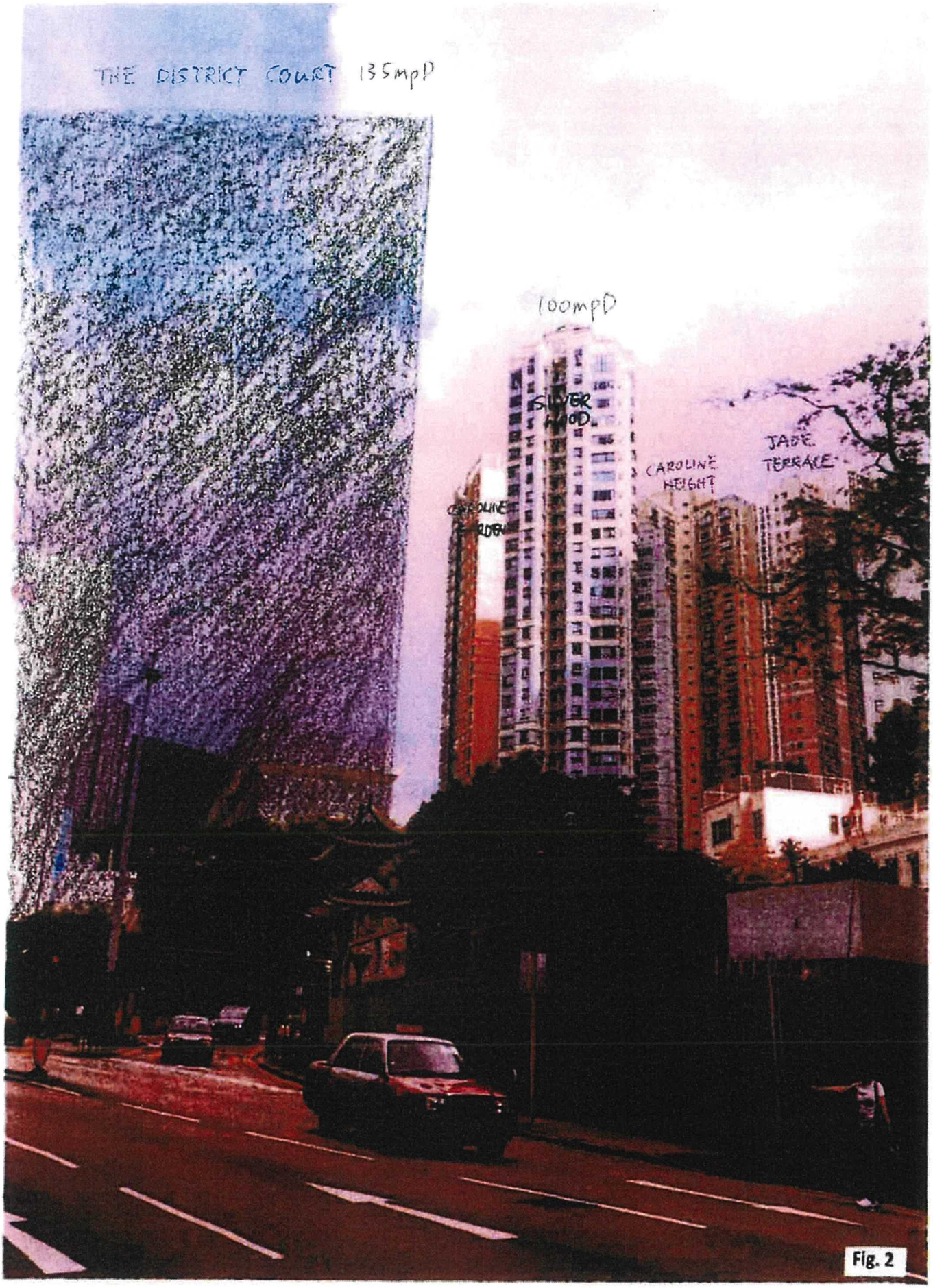

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

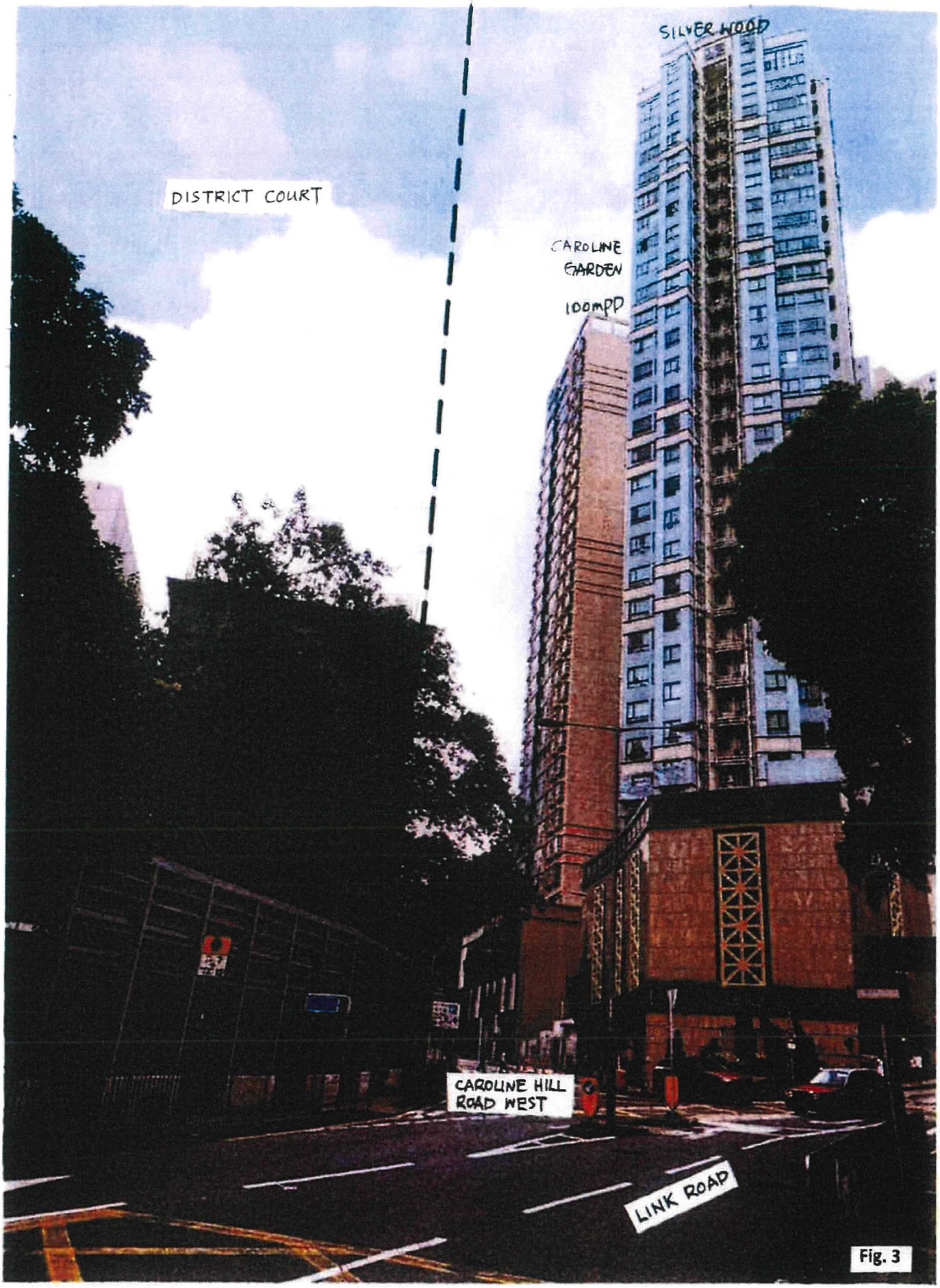

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

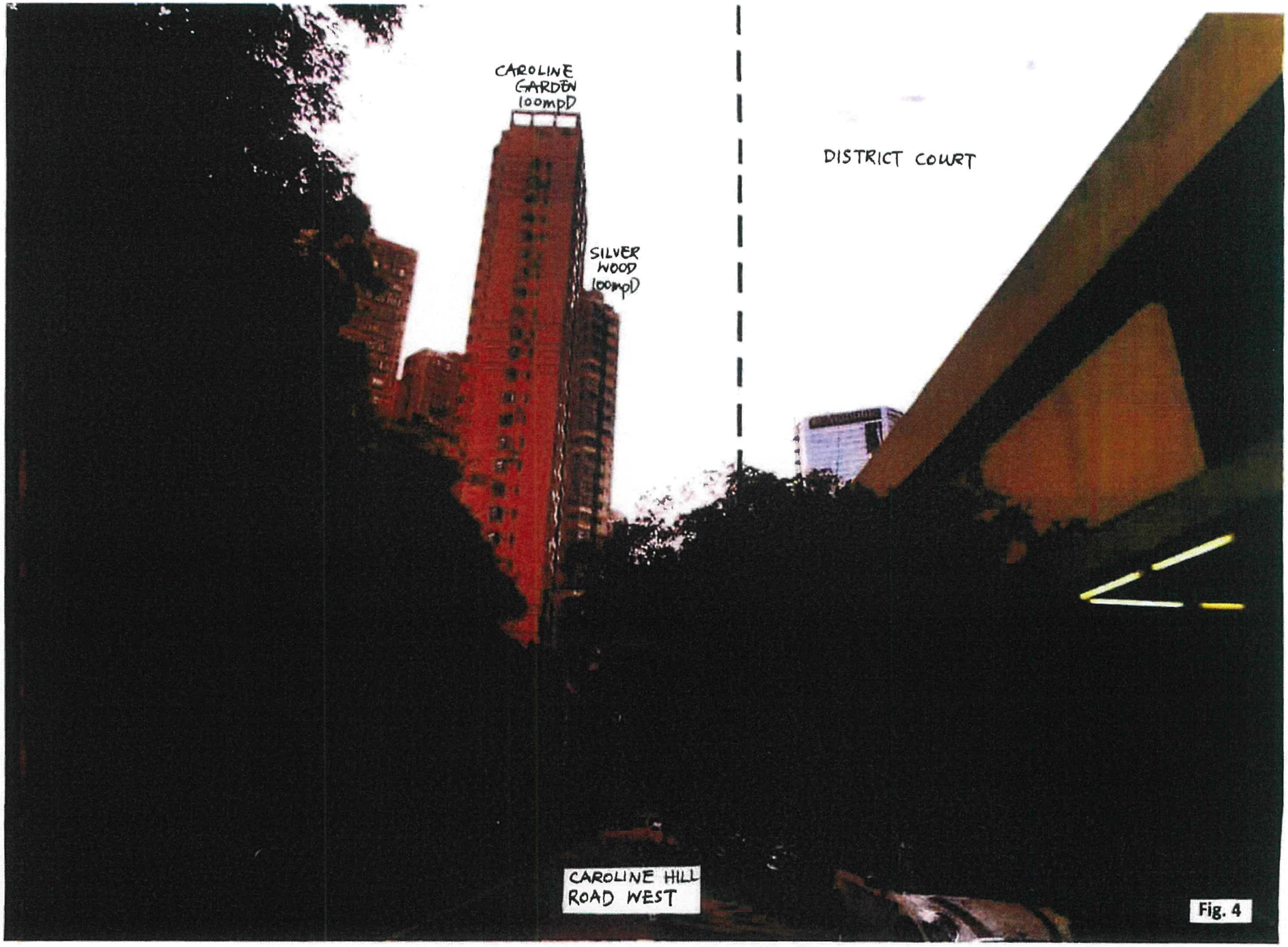

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

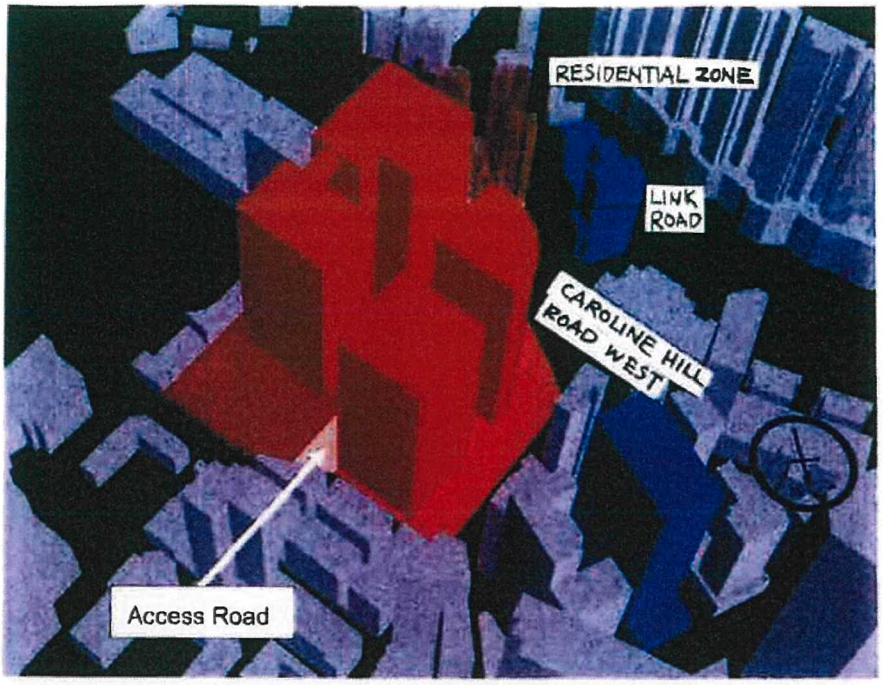


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

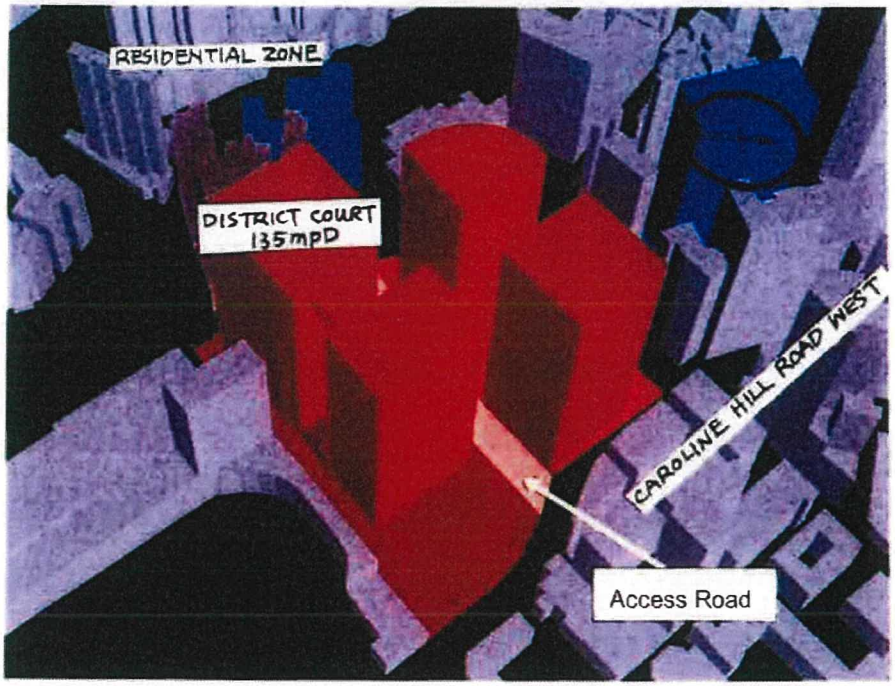


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

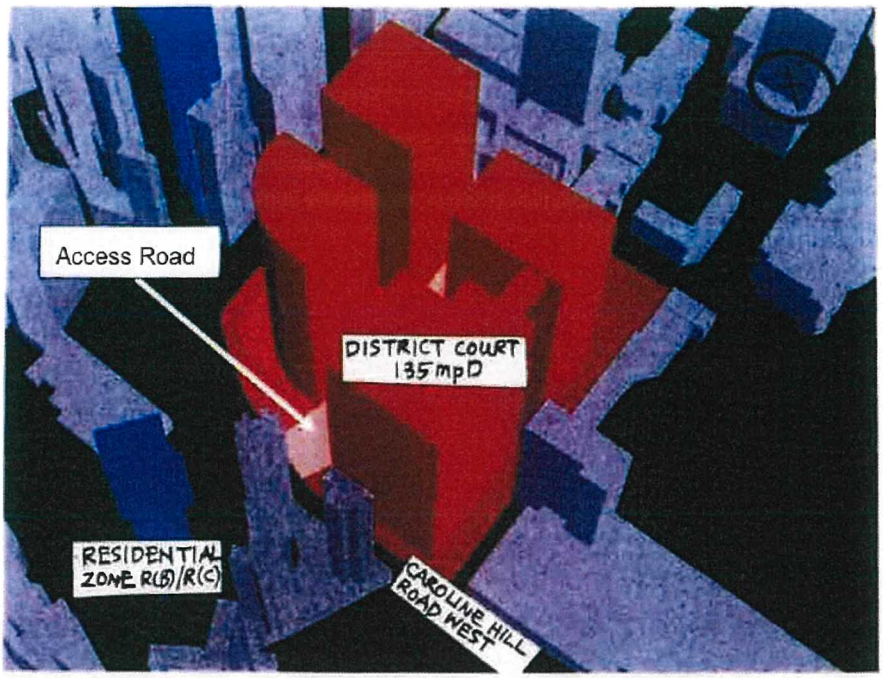


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

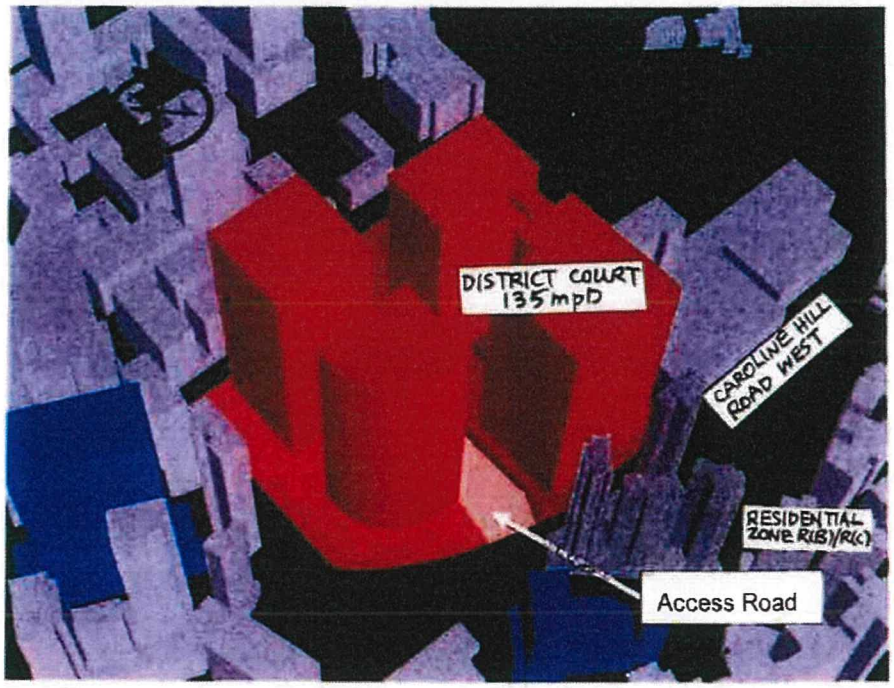
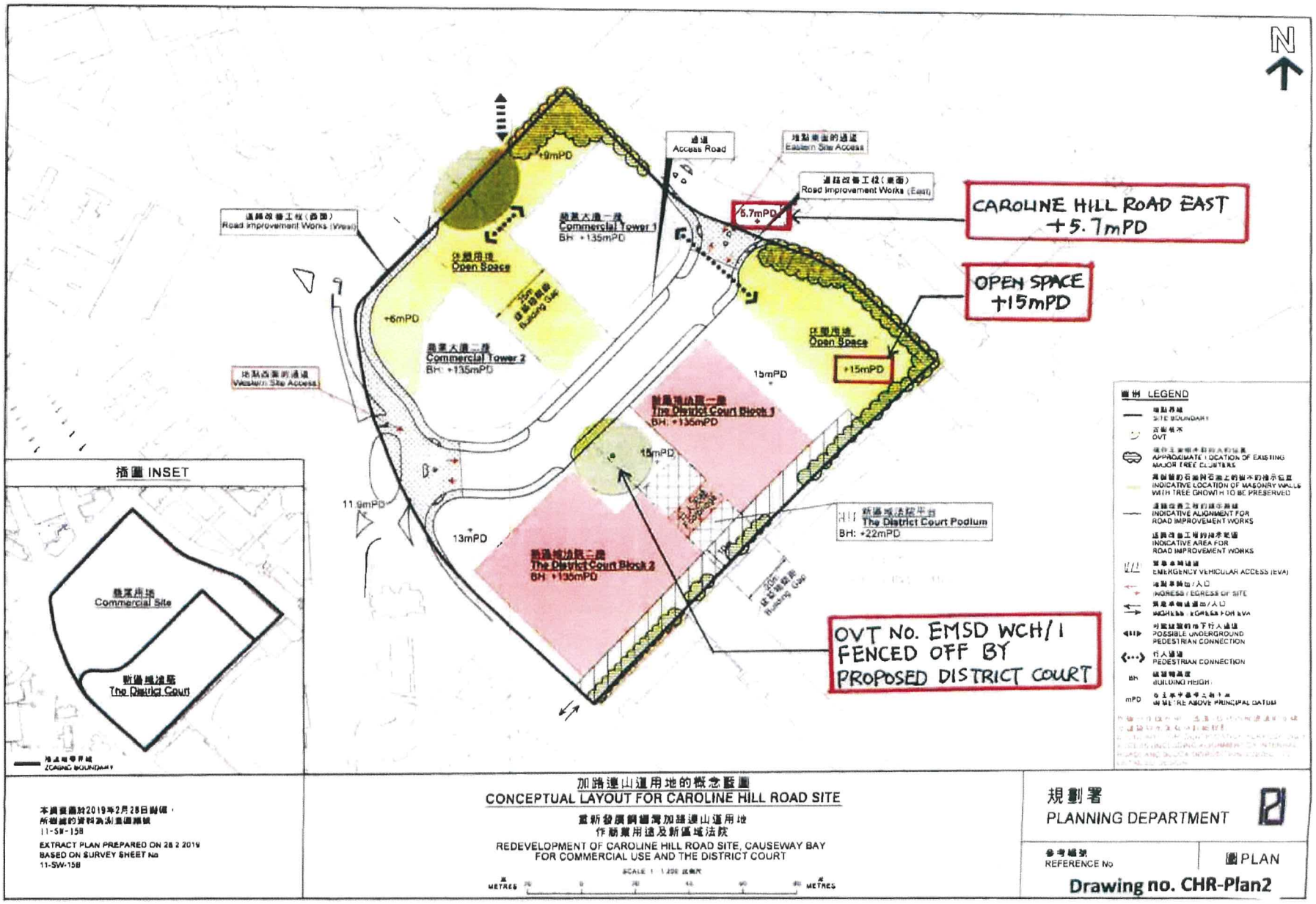


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

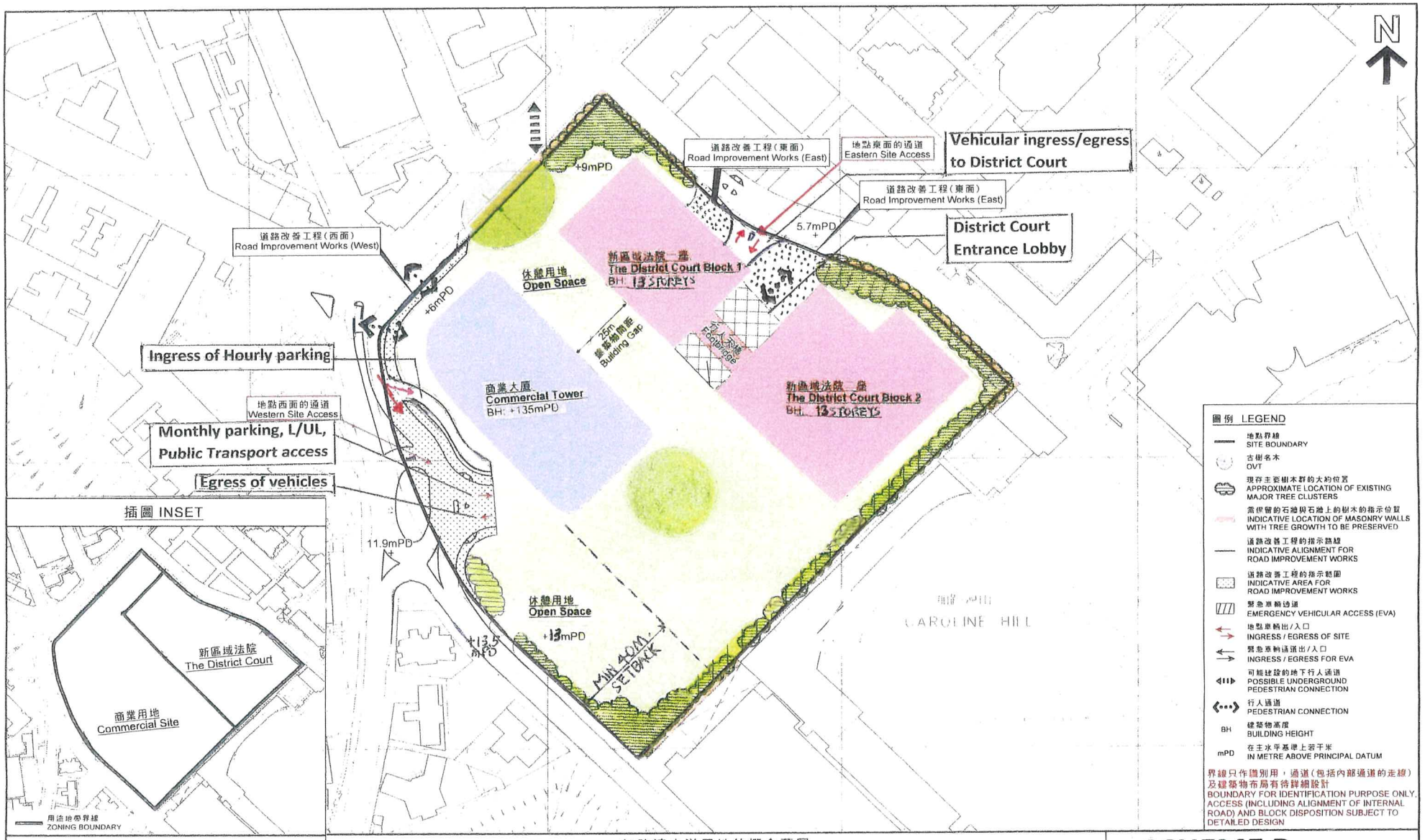
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規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

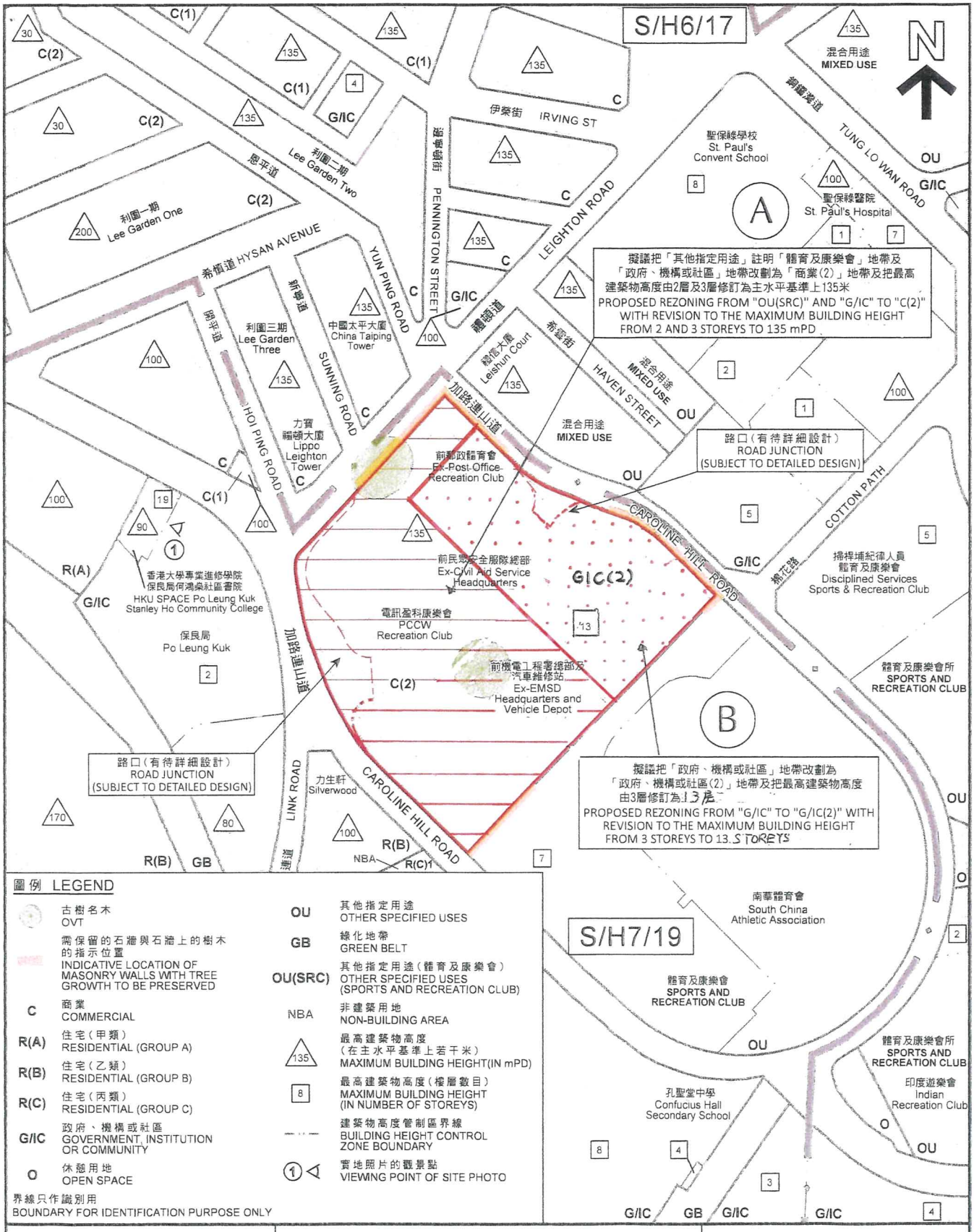
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

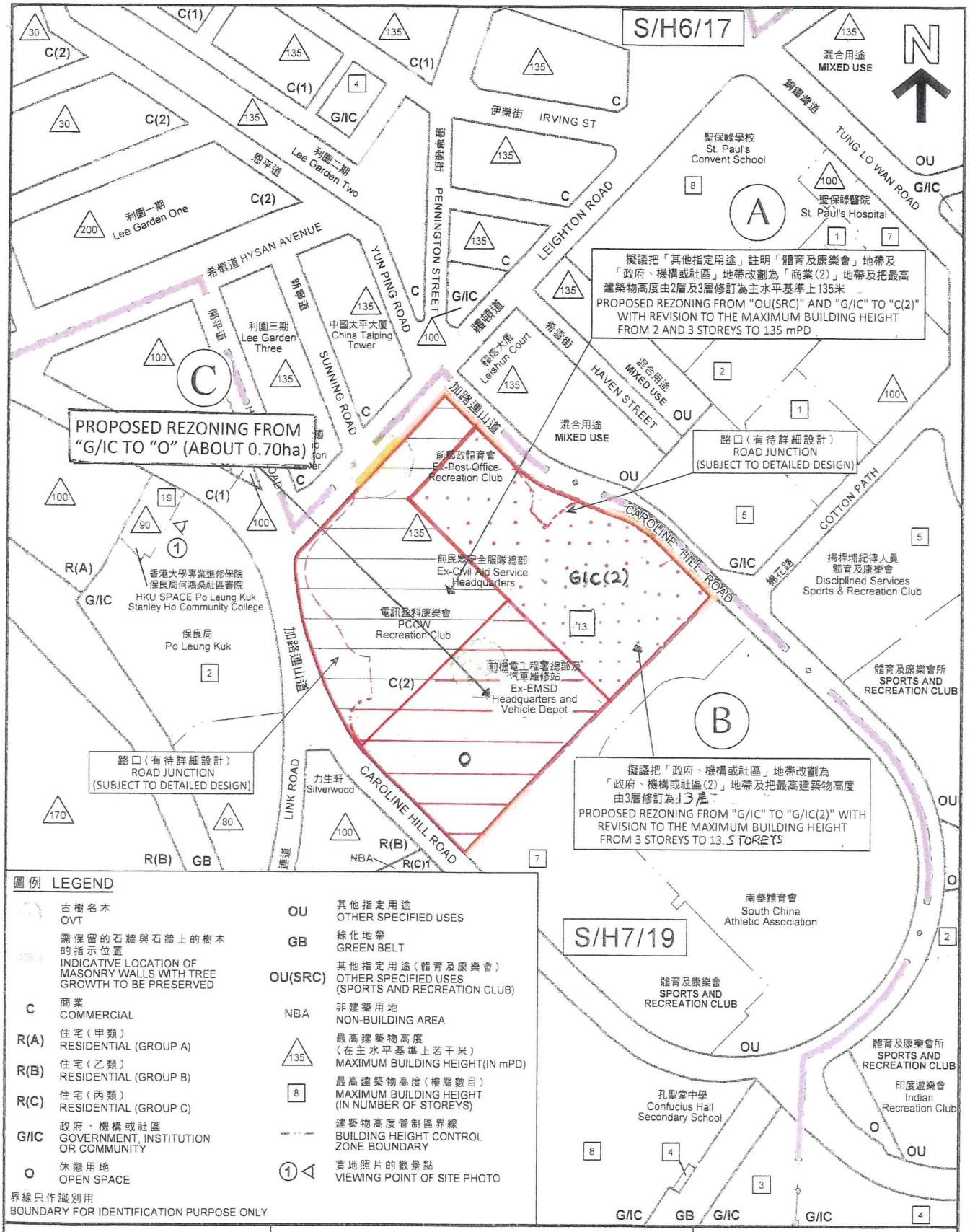
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
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本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

22nd July, 2019

TPB/R/S/H7/20-30

Town Planning Board

15/F, North Point

Government Offices,

333 Java Road,

North Point

Dear Sir/Madame,

Re: Proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

We refer to the proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to raise our objections and our proposed amendments to the Town Planning Board, as shown in the attached documents and attachments, for your consideration.

Thank you for your attention.

Yours sincerely,

Chairman of the Owners Corporation Committee



We refer to MCP Paper No. 5/19 for consideration by The Metro Planning Committee on 3.5.2019, regarding further consideration of proposed amendments to the approved Wong Nai Chung Outline Zoning Plan No. S/H7/19 as shown on the draft OZP No. S/H/19A, and would like to make a representation to the Town Planning Board in respect of the draft plan and the revised Explanatory Statement(ES) on the following issues:

A. Justification on the Disposition of District Court and adjacent Open Space

1. The disposition of the District Court as shown in the Conceptual Layout Plan did not take into consideration of the immediate adjacent residential zone along Caroline Hill Road West, Link Road and Boardwood Road. Actually, the whole planning document including the technical assessment report, did not take into account of the said Residential Zone. The AVA report only provide limited views. The disposition of the proposed 135m tall District Court will cause extreme negative impact on the sunlight penetration and ventilation, which will adversely affect the health of the residents. We want to stress that whenever there is room for a better planning, a layout just fulfilling the min. requirement of the Building Regulations is not the function of Planning Department and Town Planning Board. This planning proposal is said to be against the aim of the Town Planning Ordinance Cap.131 " To promote the health, safety, convenience and general welfare of the community." We understand that the conceptual Layout Plan only provide the frame work for the scope, height and site area and GFA etc., the detail layout will be subject to future design. However, if the basic framework did not set in a rational and acceptable manner from the very beginning, the future layout will likely to be further deviate from a good planning.

1.1 The disposition of District Court largely reduced the sunlight penetration to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) District Court Block 2 is directly abutting Caroline Hill Road West, leaving only a 20m gap with the opposite building (Caroline Garden). Given the fact that District Court Block 2 is proposed to be 135mPD, whereas Caroline Garden is only 100mPD, therefore, the whole residential block will be under shadow during most of the days. Even worse, the living, dinning, master bedroom and kitchen of the whole block of Caroline Garden are directly facing the proposed District Court Block 2.

b.) Please refer to the attached drawing no. CHR-Plan1 & CHR-Sec1, showing the proposed Conceptual Layout Plan attached to MCP Paper No. 5/19. The residential zone along Caroline Hill Road West and Link Road will likely to be under shadow for most of the days due to the blockage of sunlight by the District Court.

1.2 The District Court largely reduced the visual permeability and ventilation to the adjacent residential blocks along Caroline Hill Road West, Link Road and Boardwood Road.

a.) Please refer to the attached photomontage Fig.1, Fig. 2, Fig. 3, Fig. 4 and Zoomed in view of 3D model Fig. 5, Fig.6. The photos have shown clearly the visual and ventilation impact brought about by the two massive blocks to the neighborhood.

b.) As shown in the proposed Conceptual Layout Plan and ES for OZP No. S/H7/19A, a clear building gap of not less than 25m in width shall be provided to facilitate better ventilation within the commercial zone. However, the layout did not consider that the disposition of the District court alternately resulting a narrow gap of less than 25m with the opposite building (Caroline Garden). Given the fact that the opposite building is a residential building, a generous width of more than 25m should be provided to facilitate better ventilation and permeability.

1.3 According to the Conceptual Layout Plan, the existing OVT No. EMSD WCH/1 would be surrounded by the proposed District Court. And due to security reason, the OVT would be fenced off from the public. We strongly object the layout of the proposed District Court, as it did not fully utilize the valuable resources in the community for public enhancement. Please refer to attached drawing no. CHR-Plan2, showing the Conceptual Layout Plan with the OVT being fenced off by the District Court without connection to the public open space.

2. Disposition of the Open Space adjacent to the District Court Block 1

2.1 The Open Space adjacent to the proposed District Court Block 1 at the east bound of the subject site is proposed to be located at 15mPD. However, the level of the adjacent Caroline Hill Road east is at 5.7mPD. With a 10m of level differences, the pedestrian connection to the open space is proposed to be via an elevated link or underground crossing from the commercial development. Clearly, the disposition of the open space did not facilitate easy accessibility by the public, especially for the elderlies and the disabled. In addition, disabled access such as ramp and disabled lift should be provided, which will take up a large part of the narrow open space. As a result, the proposed open space will eventually becoming an isolated, left-over space, located at the far end corner of the site.

2.2 Please refer to attached drawing no. CHR-Plan2, showing the level differences between the proposed open space and the adjacent Caroline Hill Road east.

B. **Justification of the Height of the District Court**

1. According to the draft plan, the subject site is proposed to rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 135mPD, in order to facilitate the Wan Chai District Court development.

2. According to the development proposal, the total G.F.A of the District Court is 70,000 sq. m. And with reference to the proposed Conceptual Layout Plan for the CHR site(Plan 5), the floor area of the District Court is approx. 5,300m2/fl (Block 1 +Block 2). It is noted that the Judiciary indicated that they would not accept a district court of reduced area not fully meeting its functional and operational requirements. Therefore, the floor area cannot be substantially reduced in achieving a taller building. In this regard, the maximum no. of floors of the District Court should be maximum 13 storeys.

3. Below is the table showing the comparison of the development data between the proposed District Court, the existing Wan Chai District Court and the West Kowloon Law Court. It is noted that, with a similar floor area and total G.F.A comparing with the proposed District Court, the West Kowloon Law Court is only 11 storeys high, which is only around 60m tall. Therefore, it is not justify to rezone the maximum building height of G/IC to 135mPD.

	Proposed District Court	Existing Wanchai District Court	West Kowloon Law Court
Site Area (m2)	10,620.00	2,189.30	7,509.00
G.F.A. (m2)	70,000.00	30,776.20	60,320.00
Floor Area (m2/floor)	District Court 1+ District Court 2= 5300 (Approx)	N/A	5483.6
Building Height (m)	135	50 (Approx)	60 (Approx)
	No. of storey = To be determined	No. of storeys = 14	No. of storeys = 11

C. Schedule of Uses as attached to Wong Nai Chung OZP No.S/H7/19A

Hotel is falling in Column 1 (Uses always permitted) under Commercial zone. We strongly object this item as Hotel will bring in a large amount of pedestrian and traffic flow into the district, and hence further worsened the existing traffic condition. In fact, Excelsior Hotel is undergoing demolition and to be redeveloped as a commercial building, while Crown Plaza Hotel is going to be redeveloped for commercial use as well. Therefore, we don't foresee there is a need for a Hotel development in this area.

D. Justification of a new access road across the site

According to the conceptual scheme, a new access road is proposed across the site in a northeast-southwest direction to serve the commercial development and the District Court.

1. One major road to serve pedestrian and vehicular access to both commercial development and District Court is considered to be inefficient. We are especially concerned that as mentioned in the planning documents, detailed design shall be subject to the future developer of the commercial development to accommodate the vehicles waiting to enter the carpark.

2. We strongly opposed the provision of a new access road, as the ingress and egress point of the road is within the Caroline Hill Road loop and it cannot diverse traffic to roads farther away. Even though the access road is built, the extra traffic generated by the development and its 600 parking lots must pass through the Caroline Hill Road – Leighton Road junctions. In the worst case, the traffic can form a gridlock around Leighton Road, Caroline Hill Road and the new access road. Base on the abovementioned situations, backlog and tailing back of traffic to Caroline Hill Road, Leighton Road, Link Road or adjoining areas is unavoidable. Introducing new access road within the site will only impose burden on the existing road network, and in turn creating more bottlenecks. The new access road not only could not alleviate the already overloaded traffic in the area, but in a way further worsened the situation.

E. Proposed amendments to the draft plan

Based on the above concerns, we would like to submit our proposed amendments to the draft plan. We have come up in two proposals, namely Scheme B and Scheme C, for your further consideration.

Scheme B *(Please refer to attached drawing no. SchemeB-Plan)*

Merits of the proposed amendments to the draft plan:

(a) enhance sunlight penetration, ventilation and visual openness to the neighborhood;
(b) ensure the open space to be easily accessed by the public;
(c) address the shortfall in local open space to serve the immediate local community;
(d) add value to the development by incorporating the OVT to the public open space;
(e) reduce the traffic impact to the surrounding area;
(f) further strengthened the security of the District Court;
(g) allow easy accessibility to the District Court

1. According to the conceptual layout plan, the commercial development will be comprised of two commercial towers. In order to free up more public open space to serve the local community, we proposed that the twin commercial tower (28-35 storeys) to be replaced by a 35 storeys single tower. Given the total GFA of 100,000m2 and 135m height restriction being unchanged, the typical floor area shall be 3,000m2 approx. The commercial tower will be located at the west portion of the site because of its (i) close proximity to the commercial zone (ii) direct access to pedestrian crossing at Leighton Road (iii) least disturbance to the Residential Zone along Caroline Hill Road.

2. To address the traffic issue, we proposed that traffic diversion should be carried out in three layers:

    1.) Reduce the number of vehicles travelling and snarling above ground by diverting them to the underground once they have reached the site. We proposed that vehicular access to the development will be via underground carpark.
    2.) Vehicular access to different buildings serving different functions should be diverted and separated. We proposed that the underground carpark will be split up for commercial and District Court separately in order to reduce burden on one major access. Moreover, the security of District Court could be further strengthened as well. Ingress/egress of vehicular traffic to the commercial development will be via the western site access to underground; ingress/egress to the district court be via the eastern site access to underground.

3.) We observed that one of the major reason of traffic congestion is due to long queue of hourly parking vehicles, usually taking up one traffic lane. We proposed to introduce a separate access point of hourly parking vehicles at the western portion of the site, whereas public transportation, loading/unloading and monthly parking shall be diverted to another access point.

3. Pedestrian access to the commercial development shall be provided at-grade in the western portion fronting the pedestrian crossing at Leighton Road. For the District Court, road improvement and widening works will be implemented at the eastern portion along Caroline Hill Road. Pedestrian access will be provided at-grade to the entrance lobby of the District Court at Caroline Hill Road east.

4. By locating the District Court at the northern portion fronting Leighton Road and Caroline Hill Road east, public access to the District Court could be further enhanced.

5. By providing separate pedestrian and vehicular entrance of the District Court from the Commercial development, the security of the District Court could be further strengthen.

6. Provision of a large and continuous Open Space

6.1 By removing one commercial tower and the access road, the area of the open space can be largely increased. We proposed that not less than 8000 sq.m. i.e. approx.30% of the total site area (26,583m2) shall be provided for public open space.

6.2 The level of the open space at southern portion is at 13mPD, while the adjacent Caroline Hill Road West is at 13-13.5mPD, which is actually at-grade level. This revised layout can ensure easy accessibility by the public.

6.3 Unlike the draft plan with the open space located at the far end corner of Caroline Hill Road east, resulting a left-over isolated space, this revised layout can allow the open space to serve as an extension and a continuous green belt to the adjacent neighborhood. And by incorporating the existing OVT No. EMSD WCH/1 to the open space, such valuable resources can add value to the community and to enhance public enjoyment.

6.4 It is noted that a revised conceptual layout plan (Plan FC-3) attached to the planning document has been trying to address the issue of set back from Caroline Hill Road west. However, the layout would result in an even more Isolated, gloomy and narrow open space at eastbound, being surrounded by concrete walls of the District Court. Moreover, the "open space" created from this set back at Caroline Hill Road west cannot be served for public use due to

security reason. Similarly, the OVT being fenced off by the District Court also cannot be incorporated into the public open space due to security reason.

6.5 In order to ensure sufficient sunlight penetration, ventilation and visual openness to be provided to the immediately residential zone along Caroline Hill Road West, Link Road and Boardwood Road, a setback of min. 40m shall be provided at the open space at the southern portion, where no structure above ground level can be constructed beyond this setback line.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site and the District Court as shown in attached drawing no. SchemeB-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A.***
   Schedule of uses: Commercial
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***
   "...To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided at-grade in the southern portion facing Caroline Hill Road and at-grade in the western portion fronting Leighton Road. A setback of not less than 40m in width from the southwestern site boundary shall be implemented, where no structure above ground level can be constructed beyond this setback line. The future developer will be required to submit a landscape plan under lease. The Old and Valuable Tree (OVT No. EMSD WCH/1) at the central location of the site shall be preserved and incorporated to the open space and the Old and Valuable Tree (OVT No. HKP WCH/1) and stone retaining walls along the northern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved....")

Scheme C (Please refer to attached drawing no. SchemeC-Plan)

To further address the inadequacies in the government's plan, including underestimated traffic situation, overoptimistic commercial land demand forecast, and undermined potential of the open space, we hereby propose a further improvement scheme.

We propose to lower the scale of the commercial development, by removing the proposed 10,000m^2 retail space. As we can see from the development of Times Square, their shopping mall attract a lot of people, roads around Times Square are full of vehicles waiting for parking space. Therefore, we can foresee the commercial development of Wong Nai Chung Outline Zoning Plan No. S/H7/19 will also attract a lot of people to come, and there is only 125 parking spaces according to current proposal which obviously can't fulfil all needs. Vehicles will retard in Caroline Hill Road, Leighton Road, Pennington Street, Sunning Street, Yun Ping Road, Lan Fong Road and Lee Garden Road etc. while they are waiting for available parking space, which will resulted in a huge traffic jam. Therefore, we propose to lower the scale of commercial development, hoping that can reduce the impact to the traffic to nearby area.

Besides S/H7/19, there are five commercial development projects carrying or will carry on in Causeway Bay, they are The Excelsior, Radiant Centre, No.42-44 Yiu Wa Street, Lee Garden Three, Crowne Plaza Hong Kong Causeway Bay, which will provide 1,370,031 $feet^2$ commercial space, and they are all surrounding Wong Nai Chung Outline Zoning Plan No. S/H7/19. In addition, there are two development projects under planning, J Plus Hotel and No. 27, 29 to 31 Sugar Street. So the commercial space supply in Causeway Bay is enough, therefore, we suggested that the number of building should reduce to one block.

In order to have an excellent sunlight penetration and ventilation, the height restriction of the Outline Zoning Plan should be 135m tall.

The public space in Outline Zoning Plan should open to public and managed by Leisure and Cultural Services Department. And the design of the space should fit the actual needs of the community, and more greening elements should be added to the space since various development projects have significantly reduce the green area in Causeway Bay.

The calculation of Gross Floor Area (GFA) of the whole Outline Zoning Plan is based on the GDP growth rate of Hong Kong, but the figures that Government using are from 2017 which can't reflect the actual economic situation of present Hong Kong. The latest data showing the present economic growth of Hong Kong is slowing down which mean the GFA of the whole Outline Zoning Plan should be reduced.

Based on the above proposed amendments to the draft plan, we hereby would like to make the following amendments to the draft Wong Nai Chung OZP No. S/H7/19A and its attached Notes and ES:

1. ***Amendments to the draft Wong Nai Chung OZP No. S/H7/19A. Revision of the zoning boundary of the commercial site, the District Court and Open Space as shown in attached drawing no. SchemeC-OZP.***
2. ***To rezone "G/IC" to "G/IC(2)" with revision to the maximum building height from 3 storeys to 13 storeys.***
3. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial***
   Hotel to be put under Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
4. ***Amendments to the Explanatory Statement Item 8.6of OZP S/H7/19A. Open Space ("O"): Total Area 10.04 ha***
5. ***Amendments to the Notes attached to draft Wong Nai Chung OZP No. S/H7/19A. Schedule of uses: Commercial Item (3) "On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 90,000m2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of G/IC facilities as required by the Government.***
6. ***Amendments to the Explanatory Statement Item 8.1.3 of OZP S/H7/19A***

For the "C(2)" site, development and/or redevelopment is restricted to a maximum non-domestic gross floor area of 90,000m2, with due consideration of the traffic capacity in the area.

Attachments

Drawing no. CHR-Plan1
Drawing no. CHR-Sec1
Fig.1
Fig.2
Fig.3
Fig.4
Fig.5
Fig.6
Drawing no. CHR-Plan2
Drawing no. SchemeB-Plan
Drawing no. SchemeB-OZP
Drawing no. SchemeC-Plan
Drawing no. SchemeC-OZP

Signature: 

Name: LEE PUI YI REBECCA

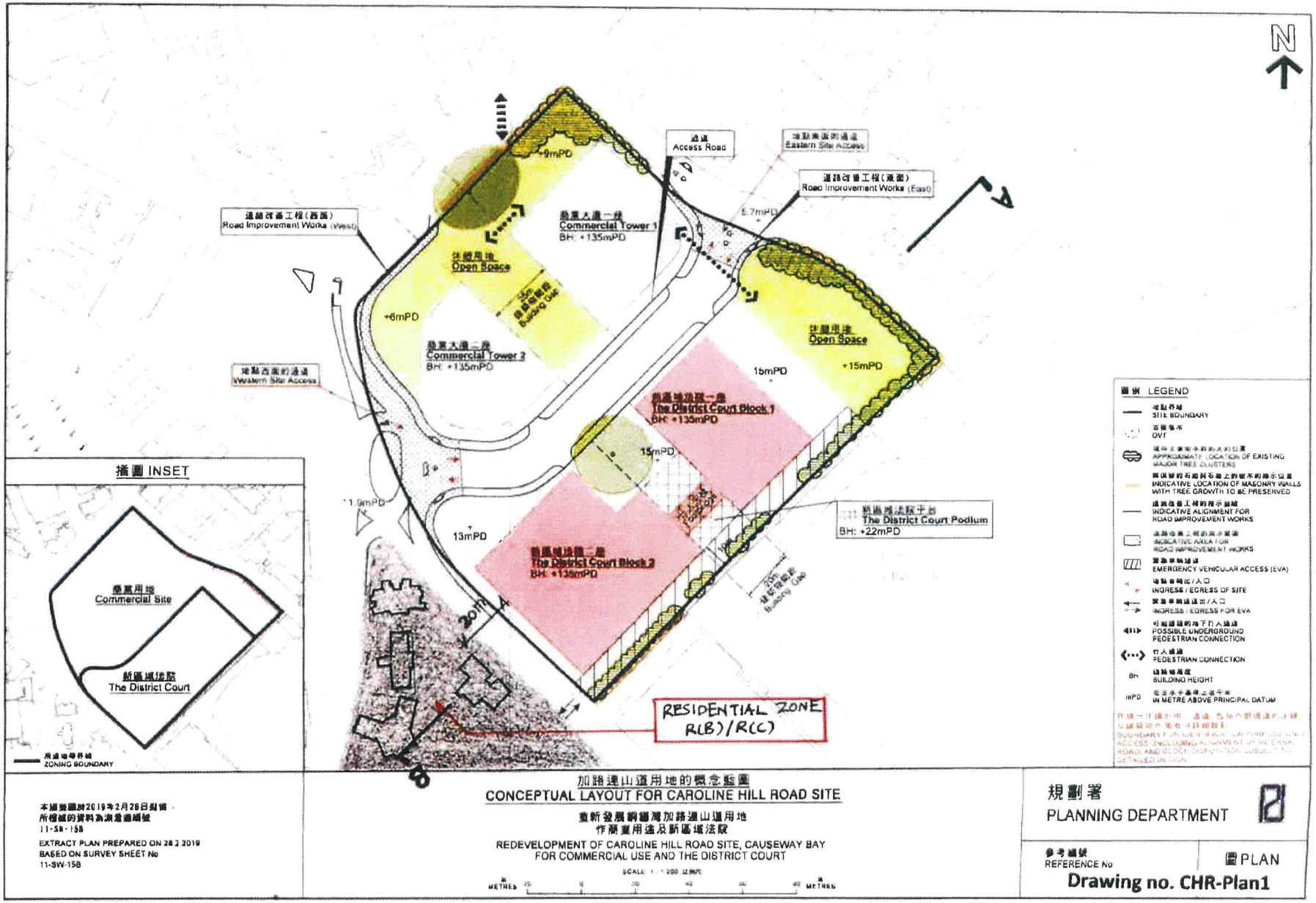
Name of Estate: FLORA GARDEN

Position: CHAIRLADY

Email: [redacted]

Date: 20/7/2019

[redacted]



本圖是根據2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖

CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 1,200 比例尺

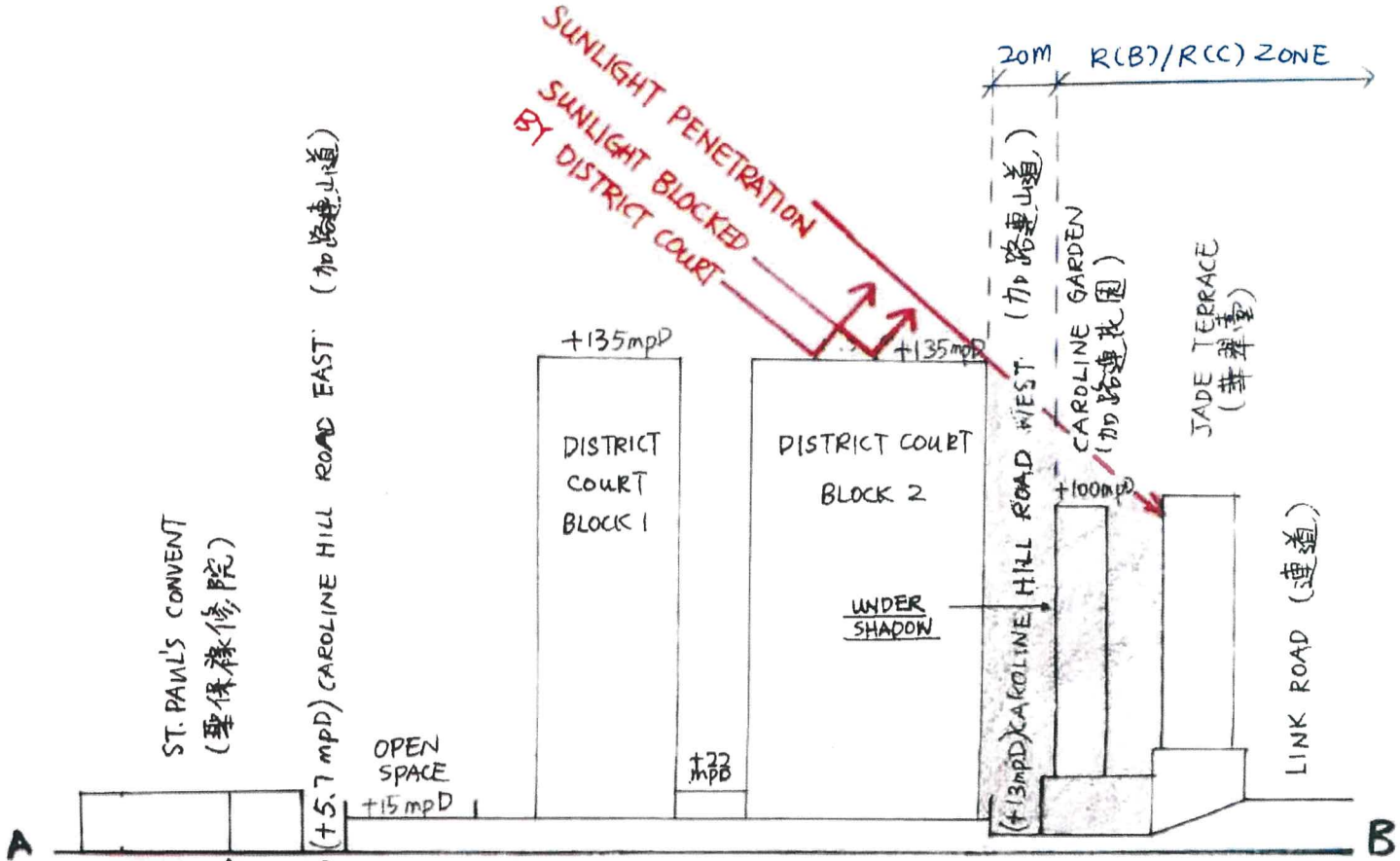
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規劃署
PLANNING DEPARTMENT

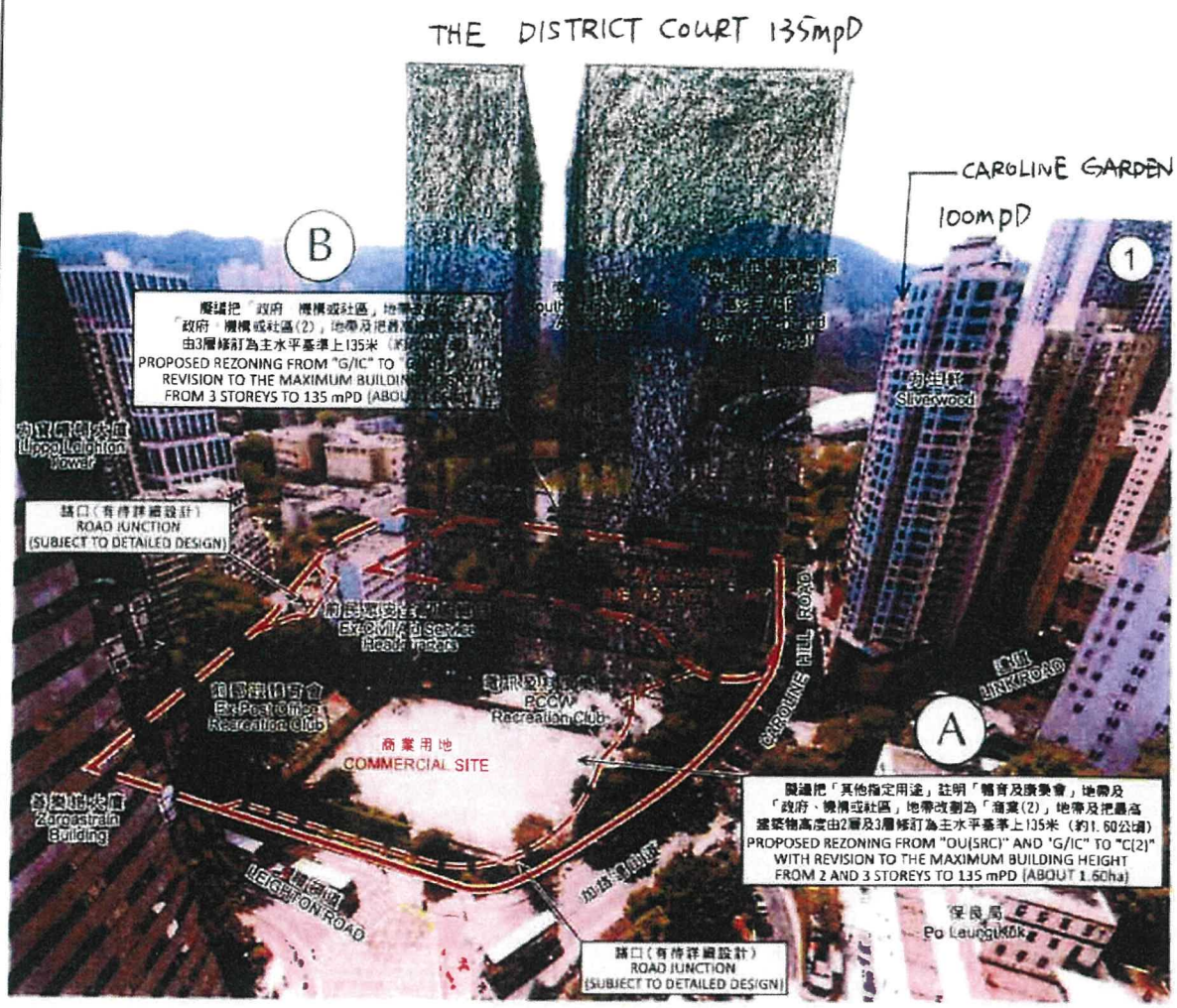
參考編號
REFERENCE No

PLAN

Drawing no. CHR-Plan1



Drawing no. CHR-Sec1



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月28日擬備，
所根據的資料為攝於
2018年5月16日的實地照片

PLAN PREPARED ON 28.2.2019
BASED ON SITE PHOTO
TAKEN ON 16.5.2018

實地照片 SITE PHOTO

重新發展鯉魚門加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H7/19/3

圖 PLAN
Fig.1

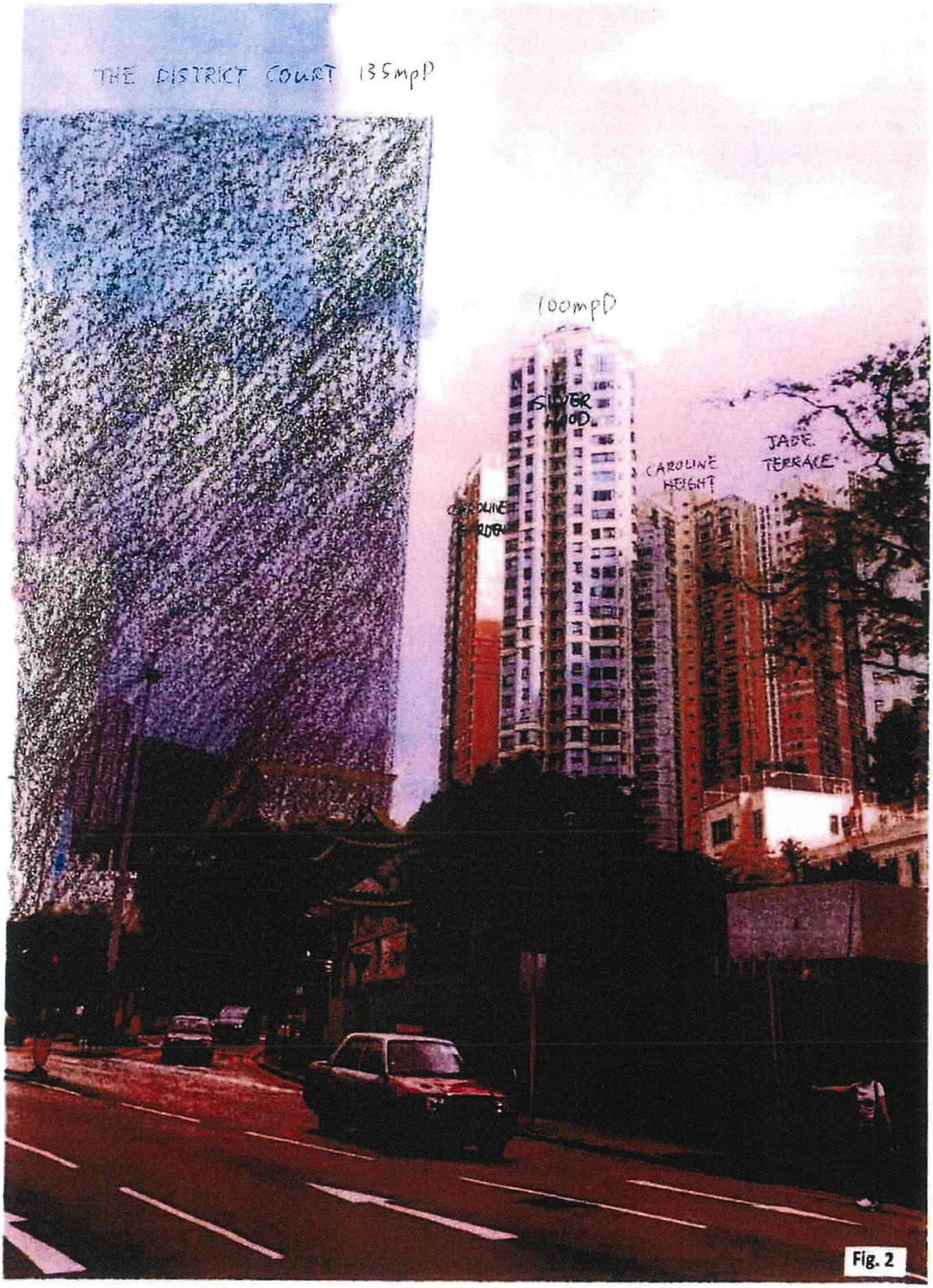

THE DISTRICT COURT 135mPD
100mPD
SILVER
WOOD
CAROLINE
HEIGHT
JADE
TERRACE

Fig. 2

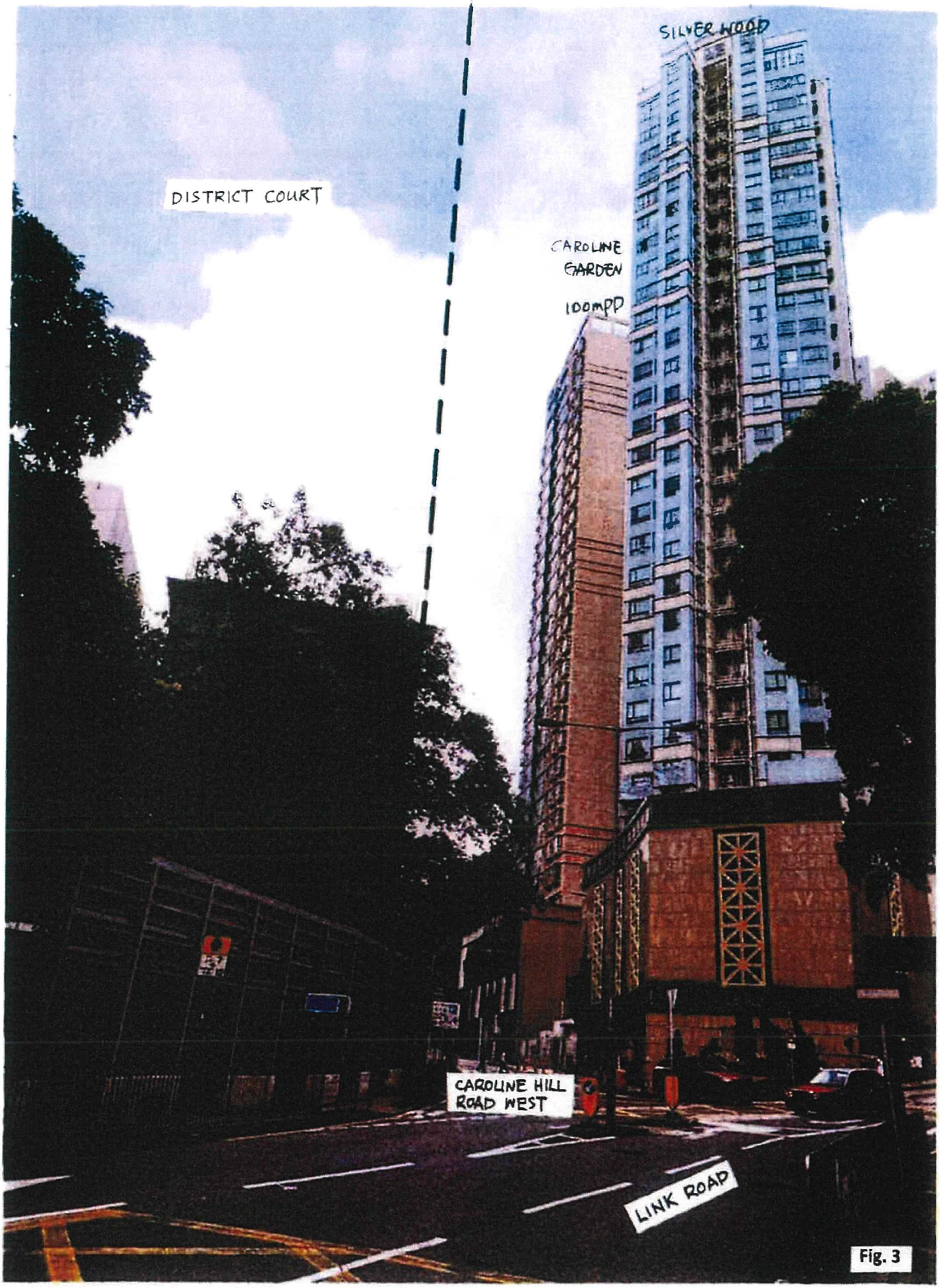

SILVER WOOD
DISTRICT COURT
CAROLINE
GARDEN
100MPD
CAROLINE HILL
ROAD WEST
LINK ROAD

Fig. 3

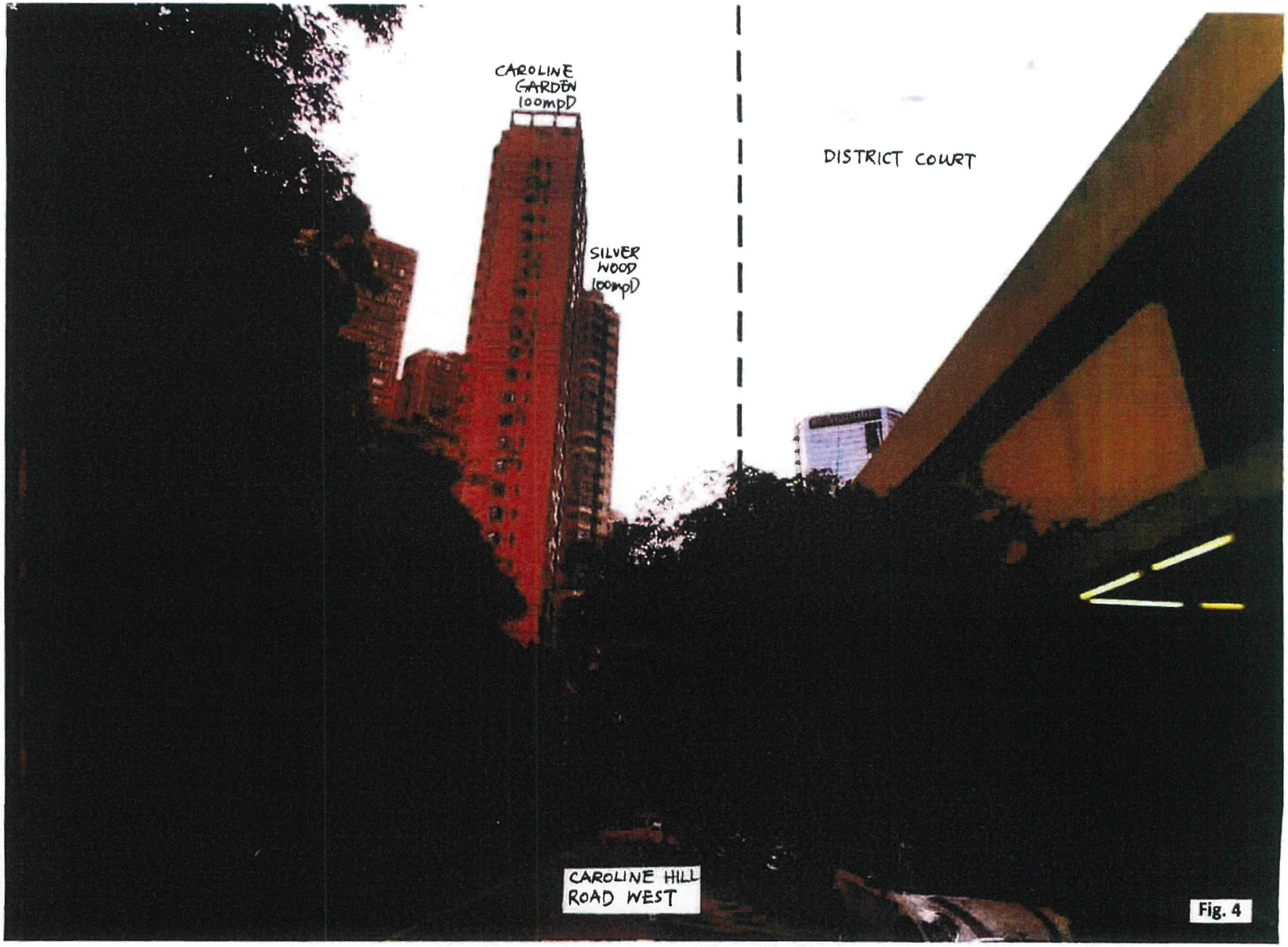

CAROLINE GARDEN 100mpD
SILVER WOOD 100mpD
DISTRICT COURT
CAROLINE HILL ROAD WEST

Fig. 4

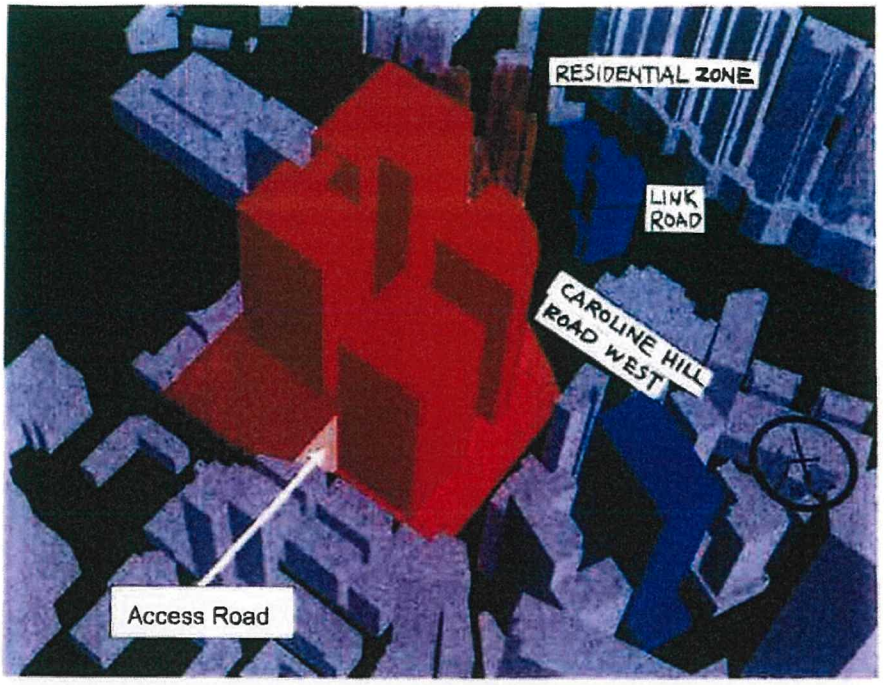


Figure 20 Zoomed-in view of 3D model for the Optional Scheme from north

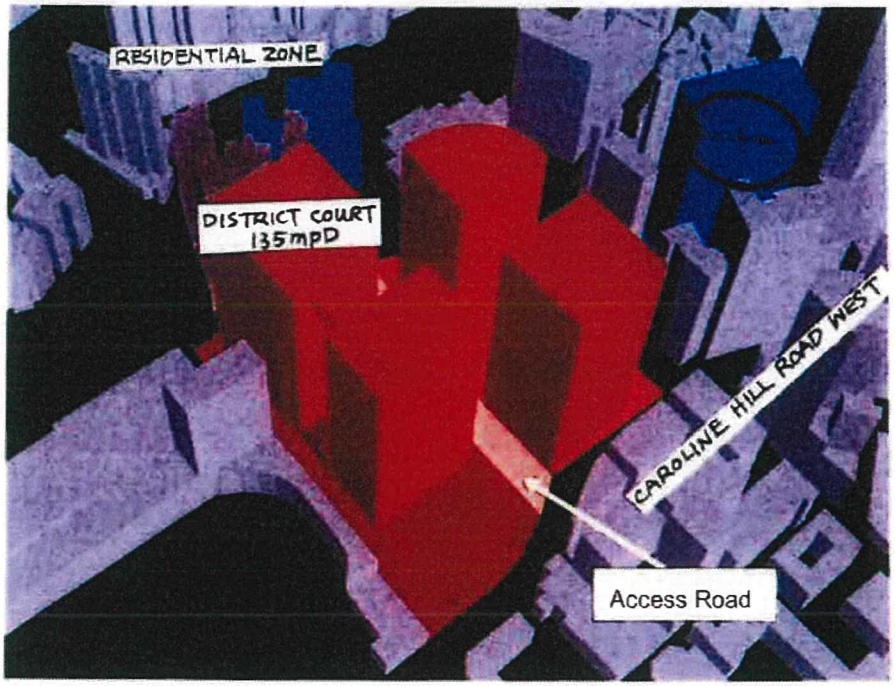


Figure 21 Zoomed-in view of 3D model for the Optional Scheme from east

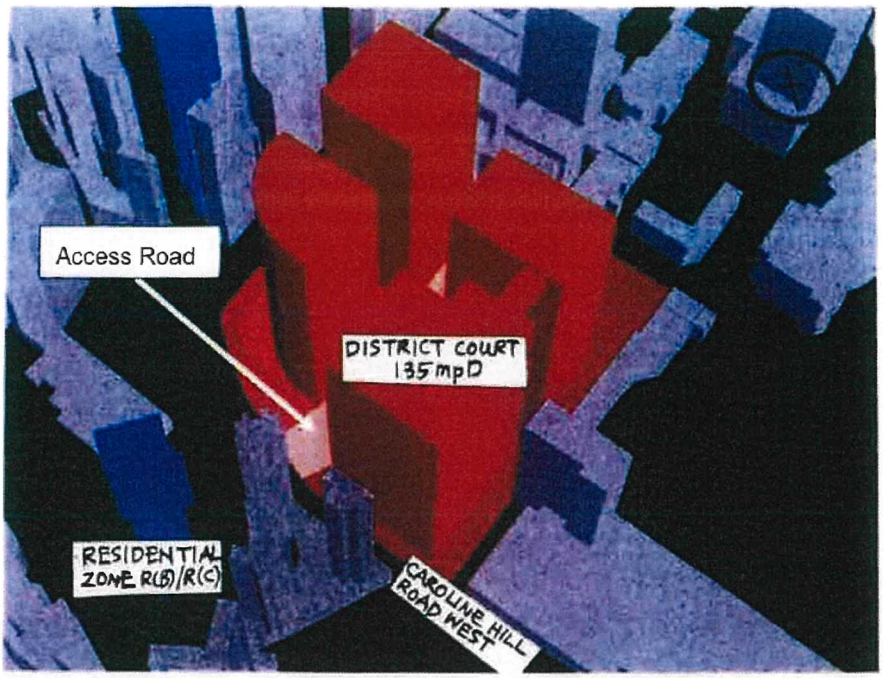


Figure 22 Zoomed-in view of 3D model for the Optional Scheme from south

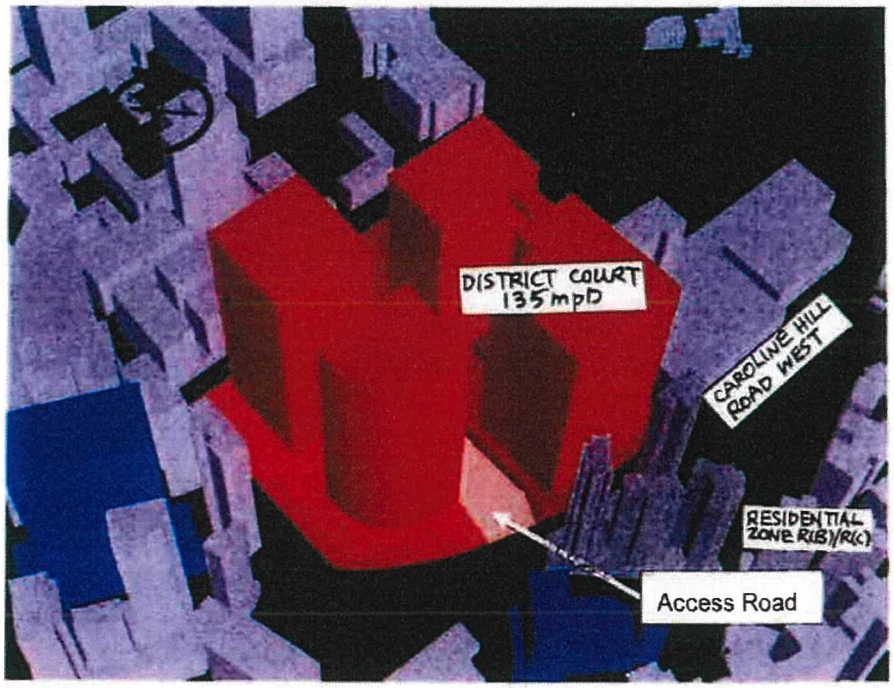
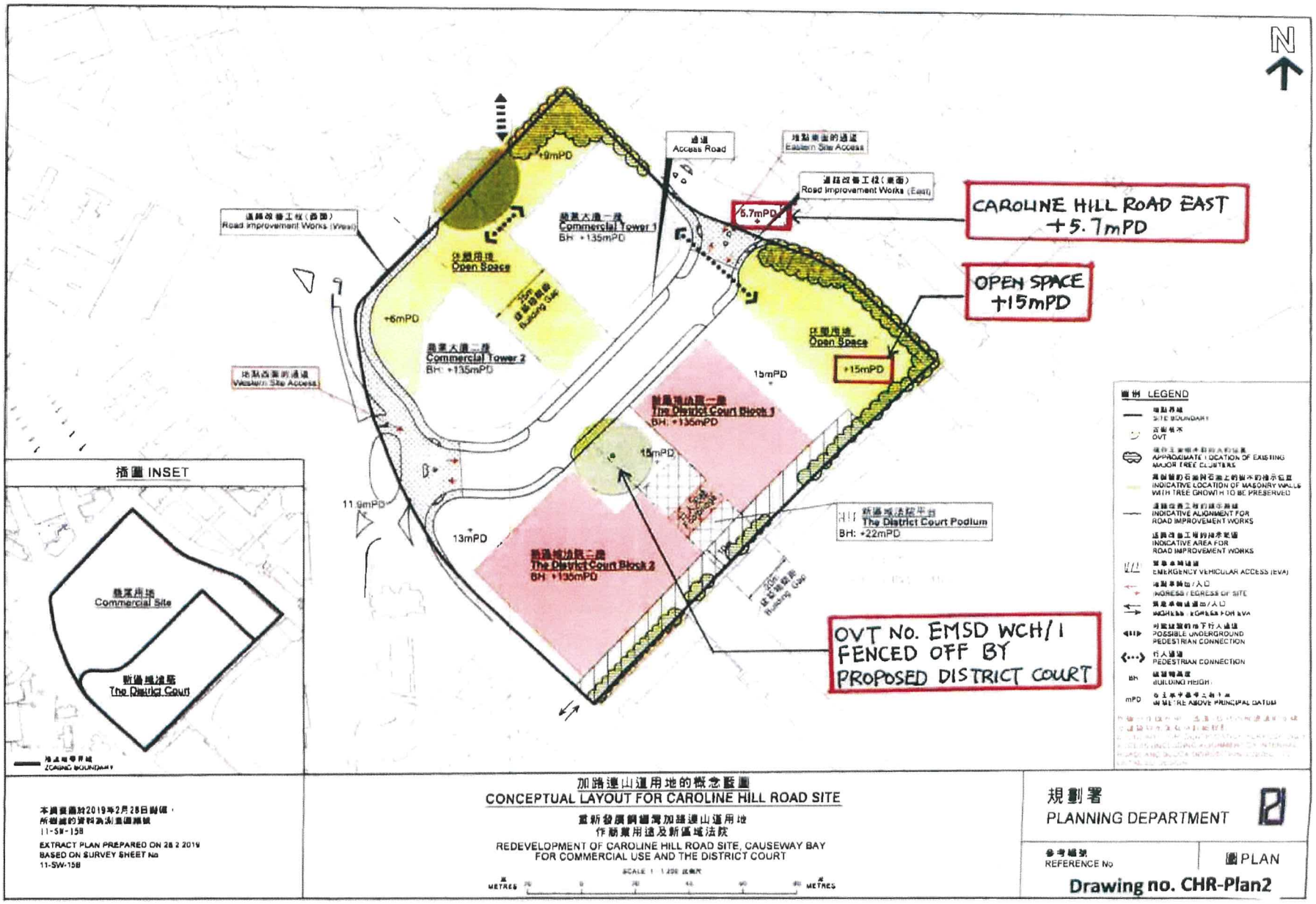


Figure 23 Zoomed-in view of 3D model for the Optional Scheme from west



本圖是圖於2019年2月28日製備，所根據的資料為測量圖編號
11-SW-158

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No
11-SW-158

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

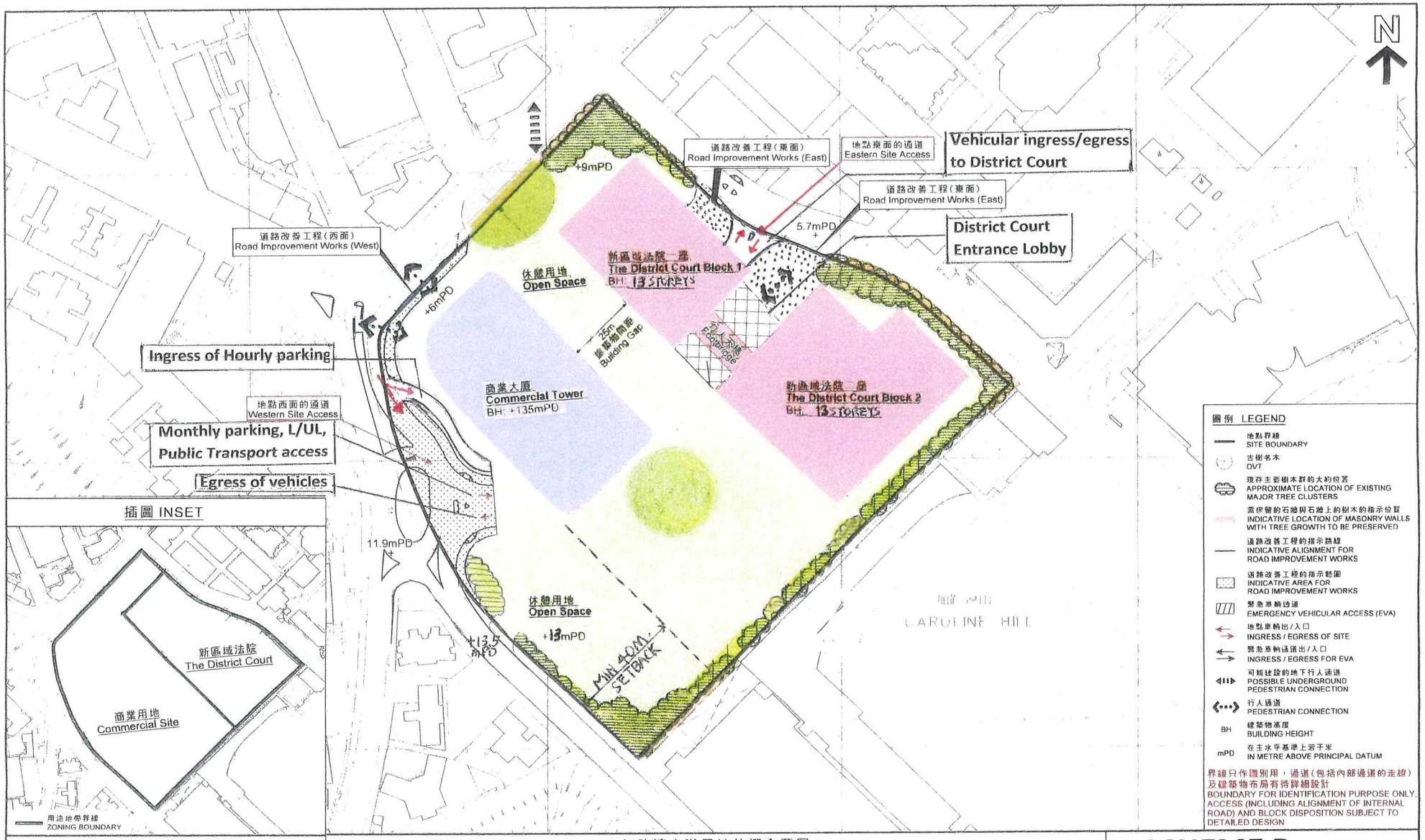
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規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No

圖PLAN

Drawing no. CHR-Plan2



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

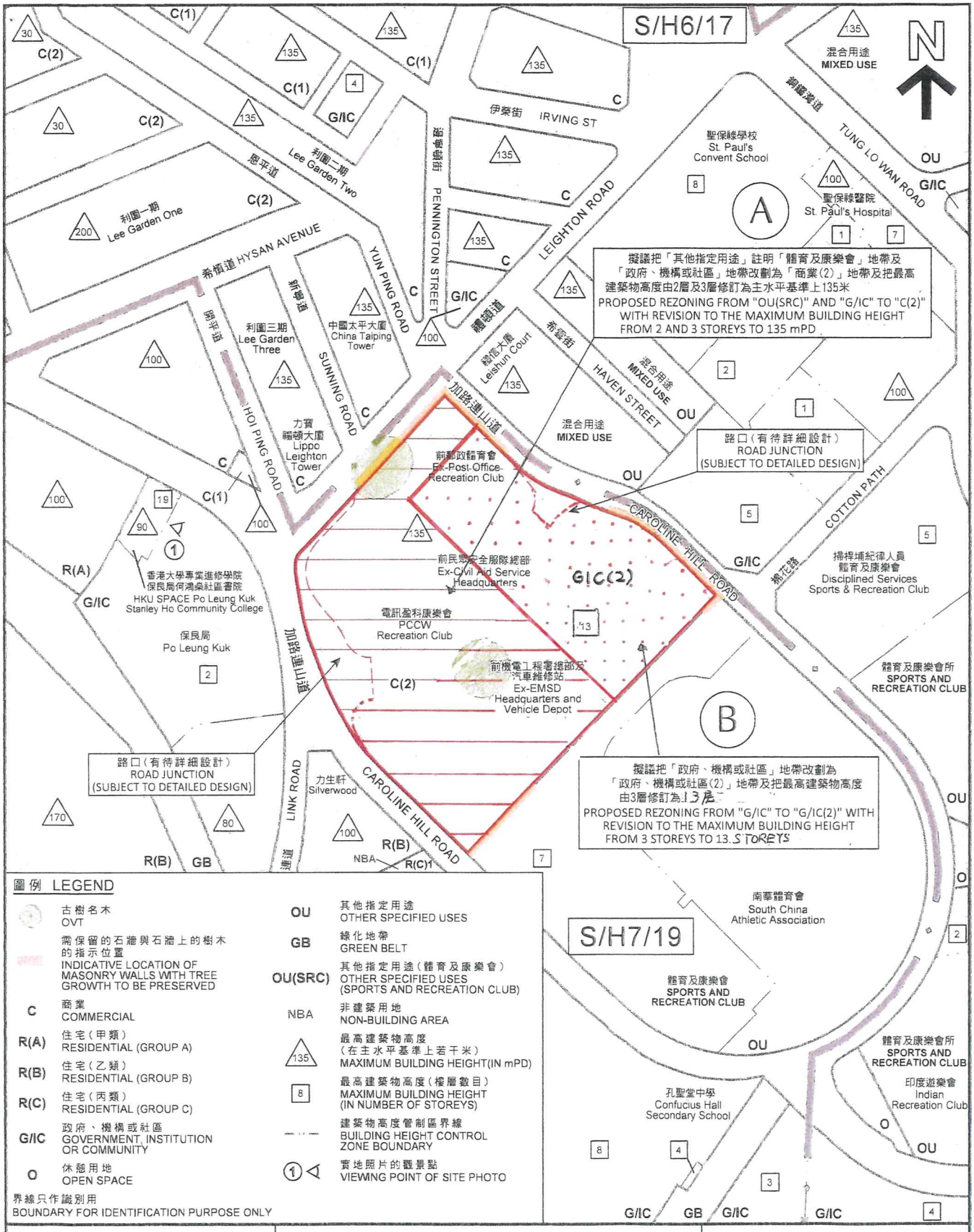
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME B

DRAWING NO.

SchemeB-Plan



圖例 LEGEND

- 古樹名木 OVT
- 需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
- C 商業 COMMERCIAL
- R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
- R(B) 住宅(乙類) RESIDENTIAL (GROUP B)
- R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- GB 綠化地帶 GREEN BELT
- OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)
- NBA 非建築用地 NON-BUILDING AREA
- 135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)
- 8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY
- ① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號
11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No.
11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME B

DRAWING NO.

SchemeB-OZP



本摘要圖於2019年2月28日擬備，
所根據的資料為測量圖編號
11-SW-15B

EXTRACT PLAN PREPARED ON 28.2.2019
BASED ON SURVEY SHEET No.
11-SW-15B

加路連山道用地的概念藍圖
CONCEPTUAL LAYOUT FOR CAROLINE HILL ROAD SITE

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院

REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY
FOR COMMERCIAL USE AND THE DISTRICT COURT

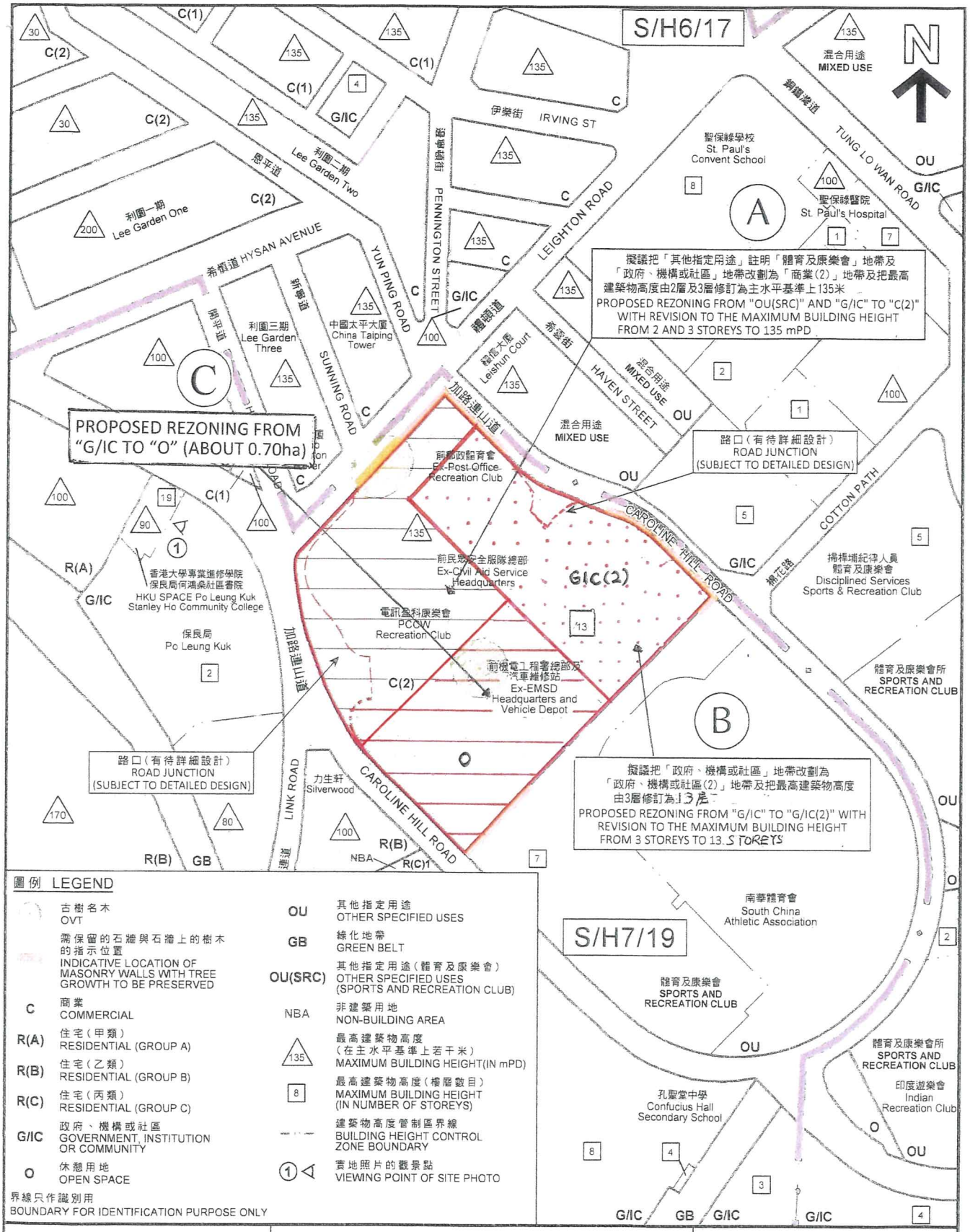
SCALE 1 : 1 200 比例尺

米 METRES 20 0 20 40 60 80 米 METRES

SCHEME C

DRAWING NO.

SchemeC-Plan



圖例 LEGEND

古樹名木 OVT	需保留的石牆與石牆上的樹木的指示位置 INDICATIVE LOCATION OF MASONRY WALLS WITH TREE GROWTH TO BE PRESERVED
C 商業 COMMERCIAL	R(A) 住宅(甲類) RESIDENTIAL (GROUP A)
R(B) 住宅(乙類) RESIDENTIAL (GROUP B)	R(C) 住宅(丙類) RESIDENTIAL (GROUP C)
G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY	O 休憩用地 OPEN SPACE
OU 其他指定用途 OTHER SPECIFIED USES	GB 綠化地帶 GREEN BELT
OU(SRC) 其他指定用途(體育及康樂會) OTHER SPECIFIED USES (SPORTS AND RECREATION CLUB)	NBA 非建築用地 NON-BUILDING AREA
135 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT(IN mPD)	8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
建築物高度管制區界線 BUILDING HEIGHT CONTROL ZONE BOUNDARY	① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2019年2月27日擬備，所根據的資料為測量圖編號 11-SW-10D及15B

EXTRACT PLAN PREPARED ON 27.2.2019 BASED ON SURVEY SHEETS No. 11-SW-10D & 15B

平面圖 SITE PLAN

重新發展銅鑼灣加路連山道用地
作商業用途及新區域法院
REDEVELOPMENT OF CAROLINE HILL ROAD SITE, CAUSEWAY BAY FOR COMMERCIAL USE AND THE DISTRICT COURT

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

SCHEME C

DRAWING NO.

SchemeC-OZP

比華利山業主立案法團
THE INCORPORATED OWNERS OF BEVERLY HILL
香港跑馬地樂活道6號比華利山會所 Club House, Beverly Hill 6 Broadwood Road, Happy Valley, Hong Kong
電話Tel：2894 8550 傳真Fax：2890 4378 電郵E-Mail：beverlyhill@hy.com.hk 網址Website：www.beverlyhill.com.hk

Ref No. : HLD/HAPM/HYP-RB0002/IO19L012

TPB/R/S/H7/20-31

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 9th July, 2019

Dear Sirs:

I write in the capacity of the Chairman of the Incorporated Owners of Beverly Hill.

On behalf of the Management Committee of Beverly Hill, 6 Broadwood Road, Happy Valley, I would like to put on record that we strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. Broadwood Road is also an important link between Tai Hang Road and Jardine Heights and the Causeway Bay area, with only a single lane going in either direction up of down the hill. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will certainly aggravate the traffic congestion problem.

Moreover, as Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area have not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete and questionable data is irresponsible and unacceptable, and hasty approval of this redevelopment project completely ignores the interests and safety of residents in the area.

Name: Robert Young
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

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大坑關注社 TPB/R/S/H7/20-32

TAI HANG CONCERN ASSOCIATION

城市規劃委員會
香港北角渣華道333號
北角政府合署15樓

傳真 ：28770245/ 25228426

反對加路連山道前機電工程署總部用地改劃方案

本人就黃泥涌分區計劃大綱核准圖編號 S/H/19A 及 S/H7/20 的修訂項目提出反對:

1. 銅鑼灣內，加路連山道、樂活道、摩頓臺及連道一帶的交通現已非常堵塞，預計是次項目不論在興建中或完成後，都會為樂活、天后、大坑、渣甸山、跑馬地、司徒拔道帶來沉重的負擔，嚴重影響附近的交通。規劃署早前提交的報告，未能完全反映真實的情況。再者，計劃中新增的停車場會吸引不少外來的車流，這顯然無助解決銅鑼灣現在交通堵塞的問題。
2. 是次改劃計劃，包括了把現有土地改劃作商業用途，但環顧銅鑼灣四周早已有大量商業用地。而規劃署早前又批准了數個大型的改劃項目，包括: 怡東酒店改劃、皇冠假日酒店改劃和已落成的利園三期等，另外還有五個中型的改劃項目。由此可見，銅鑼灣的商業用地數目一直有增無減，本人實不明白為何現在又要增加兩幢甲級商廈。
3. 現行的改劃建議中，興建的兩幢商業大廈高度為主水平基準的 135 米，總樓面面積為 107.6 萬平方呎，仿如兩支擎天柱安插在銅鑼灣。嚴重影響附近居民的採光和通風。由此而言，政府的建議是完全漠視計劃對附近居民的影響。

總結而言，以現時銅鑼灣的交通情況，此發展項目不但未能改善銅鑼灣的交通，反而會把整個銅鑼灣及週邊地方的交通推向無可挽救的地步。我們深信此改劃計劃定必對此區交通造成嚴重負荷，居民屆時無法出入，引致交通大癱瘓，

另外，整個銅鑼灣現已滿佈大量的商業用地，所帶來的人流及車流早已不勝負荷。為此，我堅決反對黃泥涌分區計劃大綱核准圖編號 S/H/19A 及 S/H7/20 的修訂項目。

此致
城市規劃委員會

RECEIVED
24 JUL 2019
Town Planning Board

大坑開注社 召集人
廖添誠 博士

2019 年 7 月 23 日

香港大坑摩頓台 11-33 號灣景樓地下 11 號舖 電話: 68563128 電子郵 [redacted]rn.org

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大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持!

某子希	徐朗添	蕭文章
周嘉善	陳重明	姚寬濠
李麗仙	張文星	何乘風
王兆星	林樂怡	陳心如
林晃芬	周自延	朱朗天
陳鳳儀	邱錦明	金子傑
劉嘉聲	伍李琪	張小偉
屈子琪	關心如	黃其峰
羅美芬	黃振龍	黃振邦
詢玥莉	殷富偉	黃緯傑

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

梁金兒	郭永東	陳希兒
史棟樑	黃錦輝	麥嘉華
張永欣	史美詩	魏洛水
劉小明新	葉子康	劉明德
畢家宜	張偉豪	謝志華
蔥牛嘉樂	趙卓然	劉俐俐
魏初驁	陳靈平	吳俊鵬
楊向芊	張玉蓮	許溢田芊
麥婉兒	梁嘉宜	陳嘉希
陳詠蘭	陳享理	周乃弘

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持!

何意行	龍一山	吳清耕
林清河	劉士佳	呂麗芳
李子希	鄧子風	張家麗華
何蘭純	張伯駒	馮鈞雄
陳添財	楚半天	馬伯漢
張家緻未	利君雅	周偉緻未
梁偉俊	龍偉文	范國俊
呂雄傑	倪俊傑	洪錦添
鄭淑敏	仇偉強	曹志然
鄭東海	麥希橋	楊靈詩

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

向楊俊	郭明登	梁章雄
陳秋巧	朱千彭	黃春映
羅世望七	陳霆鋒	周祖澤
張美宜	鍾宜婷	何樂怡
鄭秀娟	Bill Chui	文子豪
Tuy Ho	冼國林	容慧文
張文敏	黃慶祥	何進良
施萍麗	張金仔	李國寶
柯成業	谷向榮	龍心明
Wing Sam	彭偉燦	劉瑞榮

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

黃維振海	張綺雯	趙雅慧
陸子東	Donald. Chan.	陳峻鵬
鄧樂倫	Ma Y Lee	麥浩俊
屢萬里	朱佩琼	呂慧怡
莫永新	張智良	李能浩
周景雄	許志明	黃瑋峰
陸洪發	呂子禧	梁偉光
	周中潤	生世豪
林嘉琪	呂志強	張麗芳
陳振文	朱麗貴介	陳雅思

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反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

黎何榮	麥明惠	葉[illegible]
李思明	林良康	鄭志偉
李文杰	張志明	梁俊杰
楊嘉遠	黃嘉利	雷紫良
黃志雲	Sam Tsang	譚振聲
利振強	范克偉	黃緯永
黃何可	陳容	梁家輝
Mik D	[illegible]	Danny
鄭[illegible]輝	Yuki [illegible]	區端希
李[illegible]剛	黃子豪	張君暉

大坑關注社

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林嘉豪	陳嘉榮	
林峰	曾敏兒	李國華
黃明廷	張賢	文偉明
張嘉怡	陳麗明	李綺文
陸華樂	朱美仙	陳明恩
鄧國祥	黃美發	王美怡
張正	Albert	C.K.N.
Chris	Dash. L	陳可欣
張智鋒	Jason Lee.	Alice Cheung.
傅東建	Tim Lee.	許自明

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

黃劍邦	區志強	陳家俊
李貴仔	曾家如	黎玉貞
Ming Cheung	顧錦星	張忠明
何嘉俊	Jessica Dang	周偉華
Duncan Kwan	郭明德	陳漢明
羅強銘	關建德	何君佩
作玉貞	敦向堂	朱國芳
李天明	羅永佳	周子貞
梁強銘	陳創發	曾麗娟
梁雅怡	莊九佳音	廖創發

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持!

黎淑恩	鄧爾詩	張寶生
黃土探	連偉業	李偉峰
黃惠珍	林瑞珍	葉振聲
鄺玉興	劉士佳	吳忠年火
陳思蘭	白麗芬	鄭有為
何問天	李子希	葉枝龍
何祖軒	鄺風	北窩龍
李朗天	北窩慈善	陳風像
李子傑	何心思	劉佳麗
張小偉	周爾純	屈子祺

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

李家軒	陳曉球林	洪家聲
陳力政	馬延霖	許明忠
陳玉婷	林燕芬	may Shau.
張美娣	鄭國明	冼志浩
王玉珊	Jack. Choi	黃利均宜
Carol Au.	林良聰.	羅世靴
谷祖明	Ada Chi	趙慧珊
郭明星	韓國俊	Sasa. Lau
黃白白 白玉白	羅志謙	何俊東
范家耀	郭子軒	布偉傑

大坑關注社

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黃偉峰	張伯朗	黃惠芬
單振邦	馮鈞雄	鍾志明
梁緯健	陳添財	何惠行
邱錦明	楚軒天	龍心
任李琪	馬伯星	吳清風
關家俐	周潤星	何有蒂
黃剛華	陳君馨	張展鵬
趙雯文	揚笑馨	張子健
何子健	韓國偉	李美斯
梁偉峰	何有添	吳思敏

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反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

何宇東	賴卓佳	湯家明
胡文俊	周家佳	梁滿紅
敍敍明	黃月娥	何錦龍
梁家華	張佳東	張翠珊
唐健輝	倫兆強	羅添誠
陳志路	郭向天	姚詩詩
關月嫦	張文滿	李子堡
何有進	陳先明	陸家珮
葉玉叔儀	朱志堅	莫有路
凌雅爾	張滿晴	何家偉

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

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馬子仔建	龍兆陽	周自如
曾振星	盧祖國	張兆良
鄧翠如	馬偉健	關志安
葉雨行	李一山	方婷
葉婷婷	何世民	李偉詩
何振健	張自力	梁維志強
李美英	李英偉	黃可欣
王雅莉	張偉忠	譚兆偉
郭文迪	朱兆慶輝	賴家輝
梁德輝	林家寶	張國喜

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張星彩	何文龍	屈啟生
張仲山	陳卓希	郭家英
馬有林	鄭家健	朱志龍
攞志豪	張雨星洋	陳中豪
李秀東	何李詩	葉志明
殷家傑	譚志新	馬家豪
張月初	張兆基	張家明
杜麗珠	葉子晴	葉結東
李南天	馬詩伯	何傑李
張南天	莫俏詩	連俊杰

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持!

伍家穗	石志強	林堅強
周家琪	姚春嬌	張金蓮
岑浩南	李鳥房	陳加林
李國軒	何雪豪	莫桂山
盧可兒	張詩利	童家明
關新財	葉小林	何天朝
洪朝陽	姚冰雪	何詩盡
梁望風	莫缺財	張丁當
黃阿牛	李美鳳	葉知秋
李運寶	宋真經	凌如風

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

杜家璈	夏博文	姚博豈
黎家棟	張德華	關徐文嫻
文明鼎	張靜宜	張思詩
張利宏	何心詠	張銳豪
莫理詩	馬希強	陸浩康
李理衛	羅希天	錢家麗
麦俏雅	張家怡	龍雪宜
陳豪	曉家琪	周約瀚
李明朝	麦偉詩	連雅君
張振基	何雪詩	周中興

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

呂華基	殷向榮	李昌明
陳雙兒	施智猛	施孫美
范國樂	李思能	陳振聰
呂家偉	曾錦明	黃延華
張開明	馬引爾	莫莉華
張儒詩	何望東	姚子敏
陸哲夫	洪斌晟	施月望
張嘉兒	李理浩	徐英偉
何國民	黃黛民	黃樂鍇
陳不帆	黃俊強	張樂晴

大坑關注社

反對加路連山道前機電工程署大樓用地的規劃方案

你的一個簽名，為行動帶來支持！

盧星新	馬有勝	李秋嬋
張朗申	葉志傑	張初心
何鳳堂	鄧慧琦	朱耀森
梁昌章	金志傑	龍明銘
周朗天	梁有天	葉富強
黃卓然	朱浩陽	涂家駒
鍾貫中	馬東南	陳可歆
胡天明	趙慧珊	周美娘
何國均	李子媛	張淑芳
馬明詩	王靈珊	朱家鎮

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	李[illegible]	陳[illegible]天
鍾有基	駱[illegible]琪	梁[illegible]詩
朱向東	陳日暉	馬有健
張笑鳳	何晴園	朱明泰
王家偉	雨海瑛	關[illegible]高
楊偉森	朱[illegible]明	余家[illegible]臣
Benny L.C.	郭用民	林揀樑
何朝用	李[illegible]龍	王梓生
張明用	黃[illegible]盛	湯一山
湯家傑	楊為[illegible]	陳天龍

Form No. S6 表格第 S6 號

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	Date Received 收到日期	

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

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

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

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

Full Name 姓名 / 名稱 (~~Mr./Ms.~~/Company/~~Organization~~* 先生/女士/公司/機構*)

Best Epoch Holdings Limited

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (~~Mr./Ms.~~/Company/~~Organization~~* 先生/女士/公司/機構*)

Townland Consultants Limited

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	DRAFT WONG NAI CHUNG OZP NO. S/H7/20

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
Amendment Item A	☐ support 支持 ☑ oppose 反對	Please refer to Representation Letter
Amendment Item B	☐ support 支持 ☑ oppose 反對	Please refer to Representation Letter
Amendments to the Notes of the OZP	☐ support 支持 ☑ oppose 反對	Please refer to Representation Letter

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

Please refer to Representation Letter

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

☑ at the appropriate box 請在適當的方格內加上 ☑ 號

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PROJECT MANAGEMENT, URBAN AND REGIONAL PLANNING, SOCIAL DEVELOPMENT, DEVELOPMENT CONSULTANCY, MASTER PLANNING, URBAN DESIGN, CONCEPT ARCHITECTURE AND LANDSCAPE ARCHITECTURE

Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

The Secretary, Town Planning Board

c/o Planning Department
15/F North Point Government Offices
333 Java Road, North Point, HONG KONG

Dear Sir / Madam

SECTION 6(1) REPRESENTATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

REPRESENTATION IN RESPECT OF THE
DRAFT WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/20

We are hereby instructed by Best Epoch Holdings Limited (the "**Representer**") to submit this Representation to Amendment Items A and B of the Draft Wong Nai Chung Outline Zoning Plan ("**OZP**") No. S/H7/20 ("**Draft OZP**") and associated Amendments to the Statutory Notes of the OZP under Section 6(1) of the Town Planning Ordinance (the "**Ordinance**").

The Representer wishes to lodge their **STRONG OBJECTION** to the Amendments on several grounds, which we outline in this letter. We respectfully urge the Town Planning Board ("**TPB**") to fully consider their reasons for objecting and to give due consideration to their proposed Remedy.

1. OVERVIEW

1.1 On 03 May 2019, the Metro Planning Committee ("**MPC**") of the TPB decided to agree to the Proposed Amendments to the Approved Wong Nai Chung OZP No. S/H7/19 ("**Approved OZP**") as well as to the associated revisions to the Statutory Notes and the Explanatory Statement ("**ES**") of the Approved OZP. The Proposed Amendments are to facilitate the District Court and Commercial Development at the Site at the junction of Caroline Hill Road and Leighton Road (the "**Subject Site**" / the "**CHR Site**"). This is the Second MPC Meeting in which MPC Member's agreement to the Proposed Amendments were sought. The First MPC Meeting was held on 08 March 2019, where after deliberations MPC Members decided to defer a decision and requested the Planning Department ("**PlanD**") to provide more information for the MPC's consideration.



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1.2 The Draft OZP showing the Amendments has been exhibited under Section 5 of the Ordinance for Public inspection for a period of two months from 24 May 2019 to 24 July 2019.

1.3 This Representation is made with regard to:

I. Amendments to Matters shown on the Plan

*Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("**OU (SRC)**") and "Government, Institution or Community" ("**G/IC**") to "Commercial (2)" ("**C(2)**") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.*

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

II. Amendments to the Notes of the Plan

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

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

Planning History

1.4 The Subject Site (approx. 2.66 hectares) was formerly occupied by the Electrical and Mechanical Services Department ("**EMSD**") Headquarters, the Civil Aid Service ("**CAS**") Headquarters, the Post Office Recreation Club and the PCCW Recreation Club. The uses have since been vacated.

1.5 The ex-EMSD Headquarters and ex-CAS Headquarters were formerly zoned "G/IC" on the Approved OZP, subject to a Building Height Restriction ("**BHR**") of three storeys. The Planning Intention in respect of the "G/IC" zone is "*primarily for the provision of Government, institution or community facilities serving the needs of the Local Residents and/or a wider District, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.*"

1.6 The ex-Post Office Recreation Club and the PCCW Recreation Club were formerly zoned "OU(SRC)" on the Approved OZP, where two portions of this Zone were subject to a BHR of 2 storeys. The Planning Intention in respect of the "OU(SRC)" zone is "*primarily to provide/reserve land for sports and recreation club uses.*"

1.7 The majority of the Developments within the Subject Site are low-rise in nature, while the ex-EMSD Headquarters and ex-CAS Headquarters are approx. 11 storeys.

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1.8 Over the years, the surrounding neighbourhoods have developed organically around the long-standing "G/IC" site which acts as a "Green Lung" accorded by former uses on the Subject Site.

1.9 In 2006, PlanD had proposed to rezone the Subject Site to "Comprehensive Development Area" ("**CDA**") to facilitate a Commercial and Residential Development with a maximum total GFA of 90,000m^2, a Public Transport Terminus ("**PTT**") of 11,380m^2, and Public Open Space of 11,500m^2 ("**2006 Scheme**"). The MPC considered PlanD's Proposal on 17 February 2006, but the Proposal was subsequently withheld by the Government. Nonetheless, it should be noted that a Planning Brief was prepared to provide guidance for the future Development of the Site.

Statutory Planning Context

1.10 On 8 March 2019, PlanD sought MPC's agreement to the Proposed Amendments to facilitate the District Court and Commercial Development ("**Planned Development**") at the Subject Site. At the MPC Meeting, Members decided to defer a decision on the Proposed Amendments to the OZP and requested PlanD to provide more information on (i) justifications for the locations of the District Court and Commercial Development; (ii) block disposition in connection with the locations of the Public Open Space; (iii) pedestrian connectivity within and outside the CHR Site and (iv) Government's priority of providing various social welfare facilities at the commercial site. On 03 May 2019, the MPC further considered the Proposed Amendments and Further Information in Response to MPC Members' Concerns, and decided to agree to the Proposed Amendments.

Consultation with Wan Chai District Council

1.11 Wan Chai District Council ("**WCDC**") was consulted three times on the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP. **STRONG OBJECTIONS** were raised each time by WCDC Members.

Nature of Objection

1.12 The nature and reasons for the Objection are detailed in this Letter and summarised below.

Planning, Urban Design, Environmental Aspects And Societal Needs.

- **It is not necessary to develop the Site for Commercial Development**. This would irrevocably change the existing character of a relatively quiet neighbourhood mainly comprised of Residential and G/IC Uses, which is vastly different from the commercial business area of Causeway Bay. Why is there a need to extend the commercial business area in this manner? There is a **lack of justification for additional Commercial Use** in this location.

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- Commercial Development is **not in keeping with the land use character of the locality**, resulting in a Commercial Development at odds both physically and in terms of land use with the Residential and G/IC cluster in which the Site is located.

- The Planned Open Space as part of the Commercial Development is **not sufficient to address a demonstrable deficit in Local Open Space** in the District and will result in a secluded and not-easily accessible location, undermining the objective of providing quality Open Space to enhance the liveability of the neighbourhood.

- The **Development intensity and building height under the Amendments are highly unsuitable, inconsistent and incompatible** with the surrounding land use character.

- The High-Density Development will result in **negative implications for both urban design and land use character**.

- There is **insufficient justification for the rezoning of the former "G/IC" zone for Commercial Use**. There is a need to fully demonstrate that the main planning criteria under TPB PG-NO. 16 have been met.

- The Planned Development is **unable to address pressing community needs for G/IC facilities** and has **failed to recognise the future need for G/IC facilities.**

- The Planned Development will result in **significant adverse visual and air ventilation impacts, and adverse impact on the local road network and on pedestrian connectivity.**

- There have been **considerable Public Objections to the Planned Development**, which have not yet been addressed.

Representer's Own Interest Also Prejudiced

1.13 The Representer's Site is located southwest of the Subject Site opposite Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's permitted residential development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

1.14 This Letter will clearly demonstrate that the Amendments in respect of the Subject Site will result in Development that will adversely impact on the Representer's own Site immediately opposite which can now be crowded and dwarfed and severely impacted on by the development of the Subject Site, and importantly it will clearly demonstrate that the Amendments will give rise to Development that is highly inappropriate to the local neighbourhood.

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PLANNING, URBAN DESIGN, ENVIRONMENTAL ASPECTS AND SOCIETAL NEEDS

2. Lack Of Justification For Commercial Use

2.1 According to MPC Paper No. 1/19, the Amendments are in response to *The 2017-18 Budget*, which indicates that to maintain Hong Kong's status as an International Financial Centre, it is necessary to ensure a continual supply of office space, especially Grade A office space. In this regard, a Commercial Development including Office, Hotel, and Retail uses of approx. 100,000m^2 is planned under Amendment Item A.

2.2 While it can be agreed that Hong Kong faces a land shortage problem in addressing the range of land uses, including sufficient economic land in order to drive sustainable Development and improve the competitiveness of Hong Kong, the Subject Site is not an appropriate solution space in terms of land use compatibility, urban design, environmental considerations and/or infrastructural capacity. Premature rezoning of this Site as represented by the Amendments to meet a blanket policy will only lead to unsustainable planning, a permanent undesirable interface and Societal Loss.

2.3 The overall core commercial and business area of Causeway Bay is well developed. However, many buildings are also aged. Rather than focussing Development efforts outside the known limits of the Core Business Area, Government should encourage urban renewal and redevelopment efforts to increase commercial floor space supply within the Core Business Area, e.g. through policy or financial incentives. There are many large clusters of old buildings in Causeway bay (i.e. areas bounded by Percival Street and Yun Ping Street) that could be comprehensively planned to support further economic Development in Causeway Bay. This is also in line with Government's objectives for urban renewal and regeneration.

2.4 At the same time, Hong Kong (and Causeway Bay in particular) is consistently home to some of the highest office space rentals in the World. With increasing rental rates in the Traditional Central Business Districts ("**CBD**"), less affordable users are being forced to move to Non-CBD Grade A Offices, resulting in decrease in office demand in traditional CBDs and office decentralisation. Therefore, it should also be recognised that the provision of Grade A offices should not be restricted to traditional CBDs (i.e. Sheung Wan, Central, Wan Chai, Causeway Bay and Tsim Sha Tsui), but should also take into account emerging but well sought after Business Areas, including East Kowloon CBD2 (i.e. Kai Tak Development and Kowloon Bay and Kwun Tong Business Areas); Secondary Business Nodes in North Point/Quarry Bay/Tai Koo; the emerging office and business node in Wong Chuk Hang; Government's Lantau Tomorrow Vision to establish a new CBD3 at the East Lantau Metropolis (ELM), a new and smart platform for office and business development; as well as other strategic nodes near cross boundary links.

2.5 According to the "*Review of Land Requirement for Grade A Offices, Business and Industrial Uses*" commissioned by PlanD in April 2014 to support the review of the Territorial Development Strategy for Hong Kong (i.e. Hong Kong 2030+), in terms of the provision of Grade A offices, the distinction between CBD and Non-CBD Grade A Offices floor space is to a certain extent inter-changeable, depending largely on rental values under market conditions.

2.6 Thus, rather than increasing land for Grade A Office Space in Causeway Bay through a confused expansion of the known commercial limits into a traditionally residential/ G/IC area, emphasis should be placed in (i) redevelopment of aged building stock within the existing commercial area; or (ii) development in new strategic growth areas that provide sufficient amount of land for comprehensive development (i.e. the formation of a new CBD and development of clusters for business activities to foster synergy and agglomeration effect.)

3. Subject Site Not Suitable For Commercial Development

3.1 As indicated in MPC Paper No. 1/19, PlanD opines that the Subject Site is located at the fringe of the Core Business Area of Causeway Bay and that the Subject Site abutting, as it does, Leighton Road, is compatible with other Commercial Developments across Leighton Road.

3.2 It is argued that the commercial fringe of the Causeway Bay CBD lies to the northwest of Leighton Road and that Leighton Road (a 4-lane road) acts as a traditional physical boundary between the "Causeway Bay" CBD and the "Leighton Hill and Caroline Hill" Residential Areas. Not only is this evident in the vast differences in character (as further substantiated in ***Section 4*** below), this is also reflective of the Causeway Bay Focus Area as defined under the "*Study on Planning for Pedestrians*" completed by PlanD in 2006, which defined the Pedestrian Plan Area by Gloucester Road to the north and east, by Canal Road east to the west, and by Leighton Road to the south.

3.3 The Leighton Hill and Caroline Hill Areas are relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is vastly different from the Causeway Bay CBD on the opposite side of Leighton Road, which consists of high-density Commercial Uses and high business traffic.

3.4 Accordingly, during the MPC Meeting on 17 February 2006, one Member asked whether the whole Site could be developed for pure residential use in order to capture the tranquil atmosphere of the neighbourhood primarily comprising school, residential, and Government, Institution and Community Uses.

3.5 Rather than unnecessarily extending the commercial fringe into the Caroline Hill Neighbourhood, the Subject Site should be developed for Public Community Facilities to complement the Local Community and to act as a buffer to screen off traffic nuisance from Leighton Road. Where large pieces of community spaces are at such a premium in the existing urban areas, the unnecessary development of high-rise Commercial Uses that are better accommodated elsewhere cannot be justified.

4. Not In Keeping With The Land Use Character Of The Locality

4.1 The Subject Site is located in a predominantly Residential Area mainly surrounded by G/IC Uses. Caroline Hill is home to one of the major G/IC and Recreational clusters in the Wan Chai District, providing community and recreational facilities to Local Residents and the wider District, with the following located in close proximity to the Subject Site:

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G/IC Facilities

- St. Paul's Convent
- St. Paul's Convent School and Kindergarten
- St. Paul's Hospital
- Po Leung Kuk, Po Leung Kuk Kwok Law Kwai Chun Children Services Building and Vickwood K.T. Chong Building, and Po Leung Kuk Silver Exchange Society Pershing Tsang School
- HKU Space Po Leung Kuk Stanley Ho Community College
- Christ the King Chapel
- Olympic House
- St John Ambulance Brigade Hong Kong Island Command Headquarters
- St Mary's Church (Episcopal)
- Hotung Secondary School
- Hennessy Road Government Primary School (Causeway Bay)
- Shing Kwong Church
- Sheng Kung Hui Kindergarten
- Sir Ellis Kadoorie (S) Primary School
- Buddhist Wong Fung Ling College & Buddhist Wong Cheuk Um Primary School
- The Hong Kong Buddhist Association Children & Youth Centre
- Tung Wah Eastern Hospital
- Confucius Hall Secondary School

Recreational Facilities

- South China Athletic Association Stadium
- Disciplined Services Sports and Recreation Club and Sports Ground
- So Kon Po Recreation Ground
- Indian Recreation Club
- Hong Kong Stadium

4.2 The Subject Site has traditionally been part of the breathing space abutting the highly urbanised District of Causeway Bay and is highly valued by the community. In fact, the provision of low-rise G/IC Use entirely on the Subject Site is highly compatible with the existing urban fabric. G/IC Use will be more suitable with the other G/IC and Recreational Uses provided in close proximity and will strengthen and enhance the overall provision of Community Services to Local Residents and the wider District. Indeed, the fact that a strong clustering and synergic effect demonstrates that the uses are compatible and complementary to each other.

4.3 Should the Subject Site be used partly for Commercial Development, the result would be a Commercial Development at odds physically and in terms of land use with the surrounding Residential and G/IC cluster.

4.4 It should also be noted that more developable land is needed not only to support a still growing population, but also to ensure a quality living environment. Government must ensure that other wider considerations and balancing of needs are taken into consideration when planning for such a rare and valuable Site in this District.

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4.5 In "*Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030*" ("**HK2030+**"), a long-term planning framework that will guide Hong Kong's city planning, land and infrastructure development, and shape Hong Kong's built environment beyond 2030, emphasis is placed on the importance of enhancing liveability in promoting the health, well-being and the quality living environment of Hong Kong People. There is a stronger focus on quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong.

4.6 One of the Government's objectives or "Building Blocks" in the 2030+ is to achieve Planning for a Liveable High-density City, through reinventing Public Space and enhancing Public Facilities. It recognises that there is also a need to improve certain G/IC Facility provisions, and to cater for changing demographics (e.g. neighbourhood elderly care facilities), all helping uplift the liveability of the City. As a further step forward, Government's objective is to expand Public Spaces when opportunities arise in the course of revitalisation/redevelopment in the densely populated urban core, and to set aside more areas for Public Space in New Development Areas. (***Public Engagement Booklet of HK2030+*** refers).

5. Overall Lack Of Open Space To Meet Local Needs

5.1 According to MPC Paper No. 1/19, while there may be an overall surplus of Open Space provision in the Wan Chai District, there will be a deficit of about 2.7ha[1] of Local Open Space. This is notwithstanding recommendations in HK2030+ to further increase the provision of Open Space per person. As part of the Planned Commercial Development, a Public Open Space of not less than 6,000m^2 has been incorporated within the "C(2)" Site at the southeast corner of the Subject Site to serve as a Local Open Space for the Core Business Area and the adjacent Residential Developments. With a remaining deficit of 2.1ha of Local Open Space, it is evident that this planned provision is not sufficient to address the deficit in Local Open Space.

5.2 Furthermore, the planned 6,000m^2 of Local Open Space is to be provided in a secluded and not-easily accessible location due to the District Court's design requirement. This is an unacceptable justification and undermines Local Residents' rights on the provision of quality Open Space, a key measure in enhancing liveability in the high-density urban context of Hong Kong. Moreover, the Planned Local Open Space has limited opportunities to facilitate pedestrian movement. During the MPC Meeting held on 08 March 2019, a MPC Member reiterated that "consideration should be given to enhance the connection to the Open Space network within the District to facilitate pedestrian circulation and accessibility." This has yet to be addressed in respect of the current intentions under the Amendments.

5.3 While there is a surplus in District Open Space (facilities for the core activities and for passive recreation to meet the needs of a District population (as defined under HKPSG)) in Wan Chai District (mainly due to provision provided by Victoria Park), it is inappropriate to compensate for Local Open Space (more passive in nature and providing sitting-out areas and children's playgrounds to serve the neighbourhood population (as defined under HKPSG)).

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[1] *It is noted that there is a discrepancy from MPC Paper No. 1/19, which states there is a deficit of about 2.7 ha of Local Open Space; while Appendix IX of MPC Paper No. 1/19, indicates a deficit of 2.60 ha in Local Open Space.*

5.4 While it is recognised that the former zoning on the Subject Site was not for the provision of outdoor open-air Public Space. It did, however, in part provide recreational facilities for specified uses, whilst the low-rise Developments also acted as a "breathing space/ buffer" or "Green Lung" and spatial and visual relief from the urban environment of Causeway Bay CBD. This concept should be maintained for any future Development on the Subject Site.

6. Unsuitable Development Intensity And Scale For The Subject Site

6.1 The Subject Site is proposed to be developed for Commercial Development and District Court Development subject a maximum GFA of 100,000m^2 and 70,000m^2 respectively. This equates to a Plot Ratio of about 11.17 and about 6.6 respectively. PlanD has indicated that the proposed development intensity of the Subject Site is proposed with due regard to the carrying capacity of the local road network.

6.2 The current proposed development intensity of 11.17 and 6.6 is severely excessive when compared to the low to medium-density residential and community facilities in the Caroline Hill Area. The existing uses on the Subject Site were low-density Developments that acted as a major breathing space or "Green Lung" for the wider District. While it is recognised the need to increase Development intensity where planning and design considerations permit, the key consideration should emphasise quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong. In this regard, suitable Development intensity, comparable to the surrounding site context, should be considered. The Planned Development is out of character and lacks the proportionate relationship with human scale. In addition, the Planned Commercial Development will result in severe adverse traffic impacts on the surrounding road network.

6.3 It is noted that the 2006 Scheme (Commercial and Residential Development with a maximum total GFA of 90,000m^2) was proposed taking into account the "*Hong Kong 2030: Planning Vision and Strategy*" Study which was in favour of less intensive development with the existing densely developed area. The 2006 Scheme adopted an overall Plot Ratio of 3.8 (including PTT). During the MPC Meeting on 17 February 2006, a Member commented that the proposed plot ratio of 3.4 or 3.8 (including the proposed PTT) was an appropriate Development intensity within the existing densely developed area.

7. Inconsistent With The Building Height Profile Of The Area

7.1 While the BHR of 135mPD under the Amendments maybe in line with the newly imposed BHR on Causeway Bay CBD (vis the Approved Causeway Bay OZP), it is in fact highly incompatible and inconsistent with the building height profile of Caroline Hill. It should be noted that the existing zoning imposes a BHR of 2 and 3 storeys on the Subject Site. While it is agreed that the existing BHR may not allow for the Subject Site to be fully utilized, the proposed BHR is grossly mismatched and inappropriate for the Area.

7.2 As indicated in ***Section 4***, the neighbourhood is characterised as a relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is also reflective in the predominantly medium-density medium-rise Residential Development and low to medium-rise Community Facilities. This is clearly reflected in the adjacent SCAA

Development, partly subject to a BHR of 7 storeys, and other G/IC Uses that are mainly subject to BHR ranging from 1 to 10 storeys. A high-density Development, regardless of use, will be out of character in this location and could lead to an overall increase in building height over time, eroding the quiet neighbourhood context over time.

7.3 With reference to Chapter 11 - Urban Design Guidelines ("**UDG**") of the *Hong Kong Planning Standards and Guidelines* ("**HKPSG**"), it is noted that Development height should enhance the District character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood. Relief and diversity in height and massing of Developments should be provided in different localities. Low-rise and low-density areas should be preserved to enhance diversity in the urban core (***Para 6.2.8 of the Ch. 11 of the HKPSG*** refers). None of these Guidelines support the proposed BHRs on the Subject Site.

8. High-Density Commercial Development Will Have Negative Implications For Both Urban Design And Land Use Character

8.1 With reference to the "*Hong Kong Planning Standards and Guidelines*" ("**HKPSG**"), "General Urban Design Considerations" set out in Chapter 11 - Urban Design Guidelines ("**UDG**") of the HKPSG are used in assessing the urban design implications of planning and development proposals. Considerations are made at the Macro-, Intermediate-, and Micro- level, covering, *inter alia*, location suitability, relationship with the visual corridors, impact on penetration of light and air, compatibility with street pattern, compatibility with overall height profile and massing, impact on the surroundings, contextual and functional appropriateness at street level, contribution to pedestrian-friendly environment, human scale and quality enhancement, and creation of spatial feeling. The Representer raises serious doubt as to whether these considerations were properly taken into account in arriving at the Parameters of the Planned Development under the Amendments. Certainly the Photomontages included in MPC Papers No. 1/19 and 5/19 show an overbearing design that is completely incompatible with its neighbours, and without human scale or spatial relationship to its surroundings.

8.2 The Planned Development under the Amendments on the Subject Site will only result in negative impacts in the urban design context, including:

- The Amendments create a major "C" zone protruding into the G/IC Cluster, undermining the integrity of the Residential and G/IC Neighbourhood. An extension of the Causeway CBD has not been demonstrated to be needed or to be appropriate in this location.
- Portions of the Site will likely be closed off to the Public, resulting in reduced space in the Public Realm and reduced connectivity.
- It is likely that Developers of the Commercial Site will maximise the Development potential allowable in order to optimise profitability. Such Development intensity would result in significant adverse change to the Caroline Hill neighbourhood character.
- The Developers of the Commercial Development may also limit the opportunities to create visual and air corridors through the Subject Site. Basic legal requirements (i.e. provision of a 25m building gap) do not necessarily reflect a satisfactory layout.

- The building blocks of the "C" zone, built at high development intensity, will cause obstructions and affect the visual openness of the Subject Site, which will adversely affect the visual amenity of the Neighbourhood.
- The Commercial Development is not compatible with G/IC developments in the immediate surroundings and will erode the existing low- to medium-rise character.
- Commercial Development will attract and generate more traffic to the area. The additional traffic will exacerbate the already high traffic volumes in the Area. Traffic fumes and noise generated by the traffic will also result in degradation to the pedestrian environment of the area.
- Provision of Open Space in a Private Commercial Development will seriously limit any contribution to the Public.
- Any potential enhancement to the Public Realm will be subject to the Developer's intent and is likely to be diminished.

8.3 Based on the above, it is clearly evident that (i) Commercial Use and (ii) the planned development intensity are **inappropriate** and **unsuitable** for the Subject Site.

9. Insufficient Justifications On The Rezoning Of "G/IC" Zone For Commercial Use

9.1 It should be noted that Amendment Item A results in a loss of approx. 0.84 ha of "G/IC" on the Subject Site.

9.2 According to the "*Town Planning Board Guidelines for Application for Development/ Redevelopment within "Government, Institution or Community" Zone for Uses Other than Government, Institution or Community Uses under Section 16 of the Town Planning Ordinance*" ("**TPB PG-No. 16**"), "the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met. Through zoning amendment to the relevant statutory plan, members of the Public would be informed of the change in planning intention, and an opportunity could be provided for the Public to comment on the zoning amendments and lodge objections for the consideration of the Board under the provisions of the Ordinance" (***Para. 1.6 of the TPB PG-No. 16*** refers).

9.3 In this regard, the main planning criteria to be met are also applicable in this instance, but Government has not to date demonstrated that the planning criteria of the TPB Guidelines have been met. The relevant planning criteria are as follows:

2.1(a)ii there is adequate provision of other G/IC facilities in the District, or the application site is not suitable for other G/IC facilities;

2.1 (b) in the case of an undesignated "G/IC" site, the application site is no longer required to be reserved for any G/IC uses;

2.1 (c) the Proposed Development/ redevelopment would not adversely affect the provision of G/IC facilities in the District on a long-term basis.

2.3 The Proposed Development should be compatible in land-use terms with the G/IC uses on the site, if any, and with the surrounding areas.

2.4 The scale and intensity of the Proposed Development should be in keeping with that of the adjacent area.

2.5 The scale and design of the Proposed Development should have regard to the character and massing of the building in the surrounding areas and should not cause significant adverse visual impact on the townscape of the area.

2.8 The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby.

2.9 The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the Proposed Development should be compatible and should blend in well with the surrounding areas. The Proposed Development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas. A master landscape plan (including a detailed survey of the existing trees, Proposals on preservation of the trees, tree transplanting, compensatory planting and, where appropriate, an indication of the proposed hard finishes of all landscape areas, slopes and retaining structures) should be submitted to the Board for consideration.

9.4 In this regard, the following planning issues should have been fully demonstrated by PlanD before determining whether or not the former G/IC Site should be rezoned to other uses:

- Whether there truly is no long-term need for G/IC Uses on this former G/IC reserve;
- Whether rezoning the former G/IC Site will adversely affect future provision of G/IC Facilities in the District;
- Whether the rezoning for the Site is incompatible with its surrounding area in terms of land use, character, scale and development intensity; and
- Whether the rezoning will cause adverse environmental impact to the surrounding area and whether it will be susceptible to adverse environmental impacts from pollution sources nearby.

9.5 Considering the comments raised by WCDC Members, we doubt the above issues have been adequately or properly addressed. (***Section 16*** below also refers).

10. Inability To Address Community Needs For G/IC Facilities

10.1 According to MPC Paper No. 5/19, based on a planned population of about 185,000 persons in Wan Chai District, PlanD indicated that there is no shortage of major G/IC

Facilities in the Area. However, according to *Provision of Major Community Facilities in Wan Chai District* (***Attachment IX of MPC Paper No. 1/19*** refers), there is a clear deficit of "Day Care Centres/Day Care Units (Centre –base)" (deficit of 296 places); "Residential Care Homes for the Elderly ("**RCHE**") (deficit of 686 beds), and also the provision of Local Open Space (deficit of 2.6ha[1]).

10.2 In response, PlanD indicated that as advised by the Social Welfare Department ("**SWD**"), if both subvented and self-financing RCHE are included, the total number of RCHE within the District is greater that the Planned Provision. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. This does not fully address community needs in regards to elderly services, as further discussed in ***Section 11 below,*** or non-population based facilities.

10.3 During consultations with WCDC on 08 May 2018 and 08 January 2019, Members had strongly indicated the District's need in the provision of G/IC Facilities. Many Members raised that Local Residents had strong demand for Open Space, performance venues, home for the elderly and a civic centre. Members opined that the Subject Site was an ideal site for meeting local needs. Nonetheless, PlanD indicated that according to Leisure and Cultural Services Department ("**LCSD**"), civic centres are planned on a District-wide basis, and the current provision of which on Hong Kong Island is considered sufficient.

10.4 In this regard, the only community facilities to be provided, located within the "C" zone, are Child Care Centre ("**CCC**") and District Health Centre ("**DHC**"). The Proposed GFA (subject to detailed design) is 1,074m^2 and 2,200m^2, respectively. This is only a mere 3.27% of the proposed GFA of the "C" zone (maximum GFA of 100,000m^2). The DHC is proposed in response to the Chief Executive's Policy Address 2017, in which one DHC would be set up in each District. In regards to the CCC, there is no population-based standard in the HKPSG. However, a WCDC Member had questioned and criticized the Government's intentions as there is no strong justification for giving priority to the provision of CCC and DHC.

10.5 As mentioned by the Chief Executive in *The Chief Executive's 2018 Policy Address*, Government has made it a policy objective to better meet the growing community demand for G/IC Facilities. However, the Amendments have clearly failed to achieve this Objective.

10.6 Recognising that land in urban areas is very scarce, land zoned for G/IC Uses is very precious to ensure that the future needs of Society are adequately provided for. "Liveability", one of underlying aims of the HK2030+, is about providing not only reasonable living space, but also supporting infrastructure and community facilities. Many community and welfare facilities are essential; with our ageing population, the demands for elderly and health care facilities are especially strong. Government cannot allow the land shortage crisis from preventing the provision of high quality and suitable community facilities.

11. Failure To Recognise Future Need For G/IC Facilities

11.1 The Government's initial assessment of future G/IC need appears to only take account of consultations with Government Departments or in response to policy directive. There is a complete absence of wider consultation with Stakeholders and the

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Community (including the District Councils) and the platform provided by the current Representation process provides only limited opportunity for 2-way dialogue. This is considered 'out of step' with the CE's pledge to engage with the Public and to address the provision of Community Facilities based on Local needs. Real Public and Stakeholder engagement starts at the beginning of the process. The Government's lack of early consultation means that medium and long term G/IC Facilities that are in demand have not been identified. District Councils are effectively paralysed from engaging in the process as confusion surrounds which G/IC sites the Government is actively considering. This could have long term implications on the livability and provision of community facilities in Hong Kong in the long run.

11.2 According to MPC Papers No. 1/19 and 5/19, Government's only consideration for G/IC Facilities were *"based on the planned population for the Wan Chai District"*. And even though there were identified deficits in the provision of Day Care Centres and RCHE, they were considered not necessary by SWD.

11.3 Insufficient information has been provided by Government on the timescale and population trends being considered when an assessment of "planned growth" is undertaken. The growing elderly population will have major implications for the provision of Health, Welfare and Community Services. As indicated in the Elderly Services Programme Plan (2017) prepared by the Elderly Commission, Hong Kong will face a rapidly ageing population. According to the Hong Kong Population Projections 2015-2064, it is expected that the size of the elderly population (i.e. those aged 65 and above) will increase from 1.12 million (or 15.3% of total population) in 2015 to 2.514 million (or 30.6% of total population) in 2043, and further to 2.58 million (or 35.9% of total population) in 2064. Compared to other economies, the ageing trend in Hong Kong is expected to be amongst the fastest.

11.4 The largest age group in Hong Kong (50-59) will shift from "soon-to-be-olds" (those in their 50s) to "young-olds" (i.e. those aged above 65 and below 85) and finally to "old-olds". Assuming other factors being equal (e.g. health and socio-economic factors), the overall demand for long term care ("**LTC**") Services will rise even faster than the growth rate of the elderly population given that "old-olds" are much more likely to require care and support services. Recognising this change in demographic trends, the demand for elderly-related goods and services will keep increasing and there is a pressing need to increase Elderly Care Services in the future. In the context of Wan Chai District, the 2016 By-Census identified a median age of 44.9 for the District. As such, Wan Chai District will soon be faced with an ageing demographic in the near future.

11.5 Yet the Government opines that there is no need to provide Elderly Care Facilities where a clear deficit is already identified on the basis that, in regards to RCHE, both subvented and self-financing RCHE will put the total number above the planned provision, and that actual provision for Day Care Centres is subject to SWD consideration. There is a need to ensure that adequate land is available throughout Hong Kong to provide the necessary Services for population change in the long term. It is critically important to ensure that core Services such as Health, Welfare and Community Services are available at a neighbourhood level. G/IC Reserves are essential to meet this need.

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12. Use Of The Site For The Judiciary

12.1 It is recognised that in order to meet the long-term needs of District Court-level judicial facilities, the Subject Site is suitable for the provision of District Court, Family Court and Lands Tribunal facilities. It is also agreed that the District Courts are in line with the planning intention in respect of the former "G/IC" zone and not incompatible with the surrounding land uses.

12.2 However, Government has yet to justify the size requirements of the District Courts, apart from indicating that a total GFA of 70,000m^2 would be required by the Judiciary, and that they would not accept a District Court of reduced area which does not fully meet its functional and operational requirements. While it can be agreed that District Courts as a land use are suitable for the Subject Site, planning for a comprehensive and inclusive community should not be carried out based solely on the operational needs for a facility, but rather on the needs of the community and the carrying capacity of the Area.

13. Significant Adverse Impact On The Local Road Network And On Pedestrian Connectivity

13.1 A Traffic Review was conducted to assess the traffic impact arising from the Planned Development at the Subject Site on the surrounding road network, to review the provision of Public transport facilities and to assess the adequacy of the pedestrian facilities. According to the Traffic Review, the Planned Development will not generate unacceptable traffic impact after implementation of certain road junction improvement works.

13.2 However, the basis of this conclusion is highly questionable. Firstly, it is understood based on Government's response to WCDC Members' Queries on 04 July 2019 that traffic surveys were conducted on 9/3/2017(Thursday) and 10/3/2017 (Friday) during 08:00 – 10:00 and 17:00– 19:00. However, as indicated by the WCDC, this is not representative of the existing traffic conditions. WCDC Members have indicated that there is more traffic volume in this Area during Weekends. Moreover, Local Residents are already suffering from road blockages during major events such as horse-racing and HK Sevens World Rugby events. As the roads cannot be widened, this situation will only worsen under the Amendments with the Planned Development. These events are also not properly addressed in the Traffic Review. Not only is the Traffic Review not sufficient to gauge the true traffic conditions of the Area, the survey was conducted over two years prior to the gazettal of the Amendments. This is against norms where traffic survey data are valid for only six months for Planning Applications.

13.3 Secondly, the Traffic Review Report has assumed a Commercial Development (total GFA of 100,000m^2) to comprise of (1) Office (GFA: 42,726m^2); (2) Hotel (GFA: 44,000m^2 (approximately 630 rooms); and (3) Retail (GFA: 10,000m^2). No justifications were provided for the basis of this assumption except that it was supposed to represent the worst-case scenario in terms of traffic generation and was adopted as a conservative approach. This development mix results in an additional 662 parking spaces and L/UL facilities, which will generate significant traffic impact on the road network. Yet no sensitivity tests were undertaken to show that the adopted basis was indeed the worst-case scenario for all peak times.

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13.4 With only GFA and BH Restrictions covered in the Amendments, the future Developer will have total flexibility on the mix of uses within the Commercial Development.

13.5 With reference to *Chapter 8: Internal Transport Provisions* of the HKPSG, It should be noted the parking provisions for Office, Hotel, and Retail are vastly different, as follows:

Use	Parking Recommendations	Loading/Unloading (L/UL) Recommendations
Retail	**1 Car Space per 200 - 300m² GFA** *(Zone 1 areas)*	**1 L/UL Bay for Goods Vehicles for every 800 to 1 200m²**, or part thereof, GFA.
Office	*For the first 15 000m² GFA:* **1 Car Space per 150 - 200m² GFA.** *Above 15 000m² GFA:* **1 Car Space per 200 - 300m² GFA.**	**1 L/UL Bay for Goods Vehicles for every 2 000 to 3 000m² or part thereof, GFA.** *For sites of at least 5 000m² net site area,* **1 picking up/ setting down Lay-by for Taxis and Private Cars for every 20 000m², or part thereof, GFA.**
Hotel	**1 Car Space per 100 Rooms**	*L/UL Bays for goods vehicles:* **0.5-1 Goods Vehicle Bay per 100 Rooms.** *Lay-by for Taxi and Private Cars:* **Min 4 (>600 rooms)** Lay-by for Single-deck Tour Buses: **Min 2-3 (300-899 Rooms)**

**Please refer to full table: Table 11: Parking Standards of Chapter 8: Internal Transport Provisions of the HKPSG for details*

13.6 In addition, Transport Department's ("**TD**") recommendation on the provision of 100 Public Parking Spaces for Private Cars and 25 Public Parking Spaces for Commercial Vehicles within the Subject Site to ease the serious illegal parking problems in Causeway Bay would result in additional traffic problems in the area exacerbated by the Planned Development under the Amendments. This is in addition to the traffic caused by 537 parking spaces and L/UL facilities ancillary to the Planned Development (TOTAL: 662 parking spaces and L/UL facilities).

13.7 According to MPC Paper No. 1/19 and 5/19, PlanD indicates that as an improvement measure to facilitate pedestrian movement, the future Developer of the Commercial Development will be required to reserve an underground opening for a possible pedestrian connection to the MTR Station, which is subject to further feasibility study. This requirement is to be incorporated in the land sale conditions. The Representer has serious doubts as to the technical feasibility and implementation of this proposal. Causeway Bay MTR Stations Exits A (Time Square) and F (Hysan Place/ Jardine's Crescent) are located approx. 320 m away from the Subject Site. It is highly questionable whether connection to Causeway Bay MTR of that magnitude is possible and highly questionable if the end result would be convenient to the Public. It is unrealistic to suggest that this "possible" connection is an improvement measure to help elevate pedestrian traffic from Causeway Bay CBD to the Subject Site.

14. Adverse Visual And Air Ventilation Impacts

Adverse Visual Impacts

14.1 As demonstrated, the development intensity and building height under the Amendments is highly inconsistent and incompatible with the surrounding character. It is contradictory to the overall height profile and massing and contextual and functional appropriateness at street level, resulting in adverse visual and spatial impacts to the surrounding environment.

14.2 PlanD opined that the Planned Development with a max BHR of 135mPD is compatible with the character of the area and would not result in significant adverse visual effects to the identified Key Public Viewing Points. However, it is evident that the Planned Development would result in substantial and perceivable adverse visual impact when considering the visual composition, obstruction, effect on Public Viewers and visual resources.

14.3 As demonstrated in the Photomontages prepared by PlanD, the Planned Development would result in major visual change due to incompatible massing, scale, height and proportion against the overall visual backdrop and character. The Planned Development would also cause significant and negative changes and blockage to the views and visual openness, resulting in substantial degradation to the condition, quality and character of the area and, impacting views of Public Viewers and the overall sky view, streetscape, townscape and Public Realm of the surrounding neighbourhood.

Adverse Air Ventilation Impacts

14.4 According to MPC Paper No. 1/19, the Air Ventilation Assessment ("**AVA**") identified that the annual prevailing wind in the local area is east, east-northeast and northeast and the summer prevailing wind is southwest, south-southwest and south. Nonetheless, the only design features for wind enhancement include the access road along the northeast-southwest axis, the building gaps of 25m and 20m along the northwest-southeast axis and the Open Spaces. No consideration of the air ventilation conditions along Caroline Hill Road was made. Caroline Hill Road acts as a major pedestrian connection to numerous community facilities, including Hong Kong Stadium. Further improvements to the pedestrian level along Caroline Hill Road should be considered including substantial setbacks to facilitate visual, air ventilation and pedestrian permeability.

15. Adverse Impacts To Existing Trees

15.1 As previously stated, the Subject Site has a long-established function acting as a breathing space or "Green Lung" for the District. This is also reflected in the significant amount of Trees on the Subject Site (125 trees within and at the periphery of the Site), including two Old and Valuable Trees ("**OVT**"s) (OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1), one Important Tree (T82), and one stonewall tree (T1) on a retaining wall of the SCAA. The OVTs are 2 out of 37 OVTs in the Wan Chai District.

15.2 It is noted that PlanD has indicated that the OVT's will be preserved in-situ in accordance with Environment, Transport and Works Bureau Technical Circular (Works) No. 29/2004 'Registration of Old and Valuable Trees, and Guidelines for their Preservation', which requires the project proponent to preserve and avoid any damage to registered tree(s) within and adjacent to the site, e.g. through establishing a tree protection zone; and that the building gaps of not less than 20 and 25m are proposed generally aligning with the OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1, respectively, to facilitate air ventilation.

15.3 The Representer has serious concerns on the potential damage and future conditions of the OVTs. According to the Register of Old and Valuable Trees, OVT No. HKP-WCH/1, located abutting Leighton Road and in the "C(2)" zone, has a Crown Spread of 50m, while OVT No. EMSD WCH/1, located within the Subject Site and in the "G/IC(2)" zone, has a Crown Spread of 34m. The planned Building Gaps are vastly insufficient in providing adequate and ample room for future growth, let alone maintaining the current healthy condition of the tree(s). Furthermore, the Planned Development of such high-intensity will surely restrict any sunlight from penetrating to the OVTs, likely resulting in their deaths.

15.4 The Important Tree (T82) would most likely by affected by the planned access road and may be felled, along with approx. 59 trees which will likely be felled due to demolition works or due to being in conflict with the Planned Development and junction improvement works.

16. Considerable Public Objections To The Planned Development

16.1 WCDC was consulted three times regarding the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP, in which a majority of the Members opposed the Amendments. On 9 April 2019, the Development, Planning and Transport Committee ("**DPTC**") of WCDC passed a motion demanding abandonment of the subject proposed Amendment item until further consultation with WCDC (together with all technical assessment reports) and the Public was conducted. On 04 July 2019, the WCDC passed a motion voicing WCDC's strong objection to the Government's current Plans for Commercial Use at the Subject Site and associated Traffic Improvement measures. They opined that there is strong contention against the traffic measures, environment and visual impacts, and the parameters of the Planned Development, which would result in serious impacts on the lives of Local Residents. WCDC strongly requested Government to include elements of community facilities, civic centre and Public Open Spaces, and to develop a new and more suitable Planned Development for WCDC's consideration and approval prior to submission to PlanD and TPB.

16.2 At the WCDC Meeting on 04 July 2019, a majority of the WCDC Members were disappointed and aggravated that PlanD had not taken their comments and objections seriously during the previous two consultation meetings. WCDC Members gravely objected to the Amendments on numerous grounds, including opposing Commercial Development at the Subject Site, adverse traffic impacts on the surroundings, neglecting Public views, and on the provision of the suggested Commercial facilities. Some Members considered that Commercial Development should not be provided on the Subject Site and some Members considered that more G/IC facilities, e.g. civic centre and "Residential Care Home for the Elderly ("**RCHE**") should be provided.

16.3 The TPB is urged to give due weight to the concerns of locally affected Stakeholders including the Representer, and to the views of WCDC Members.

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REPRESENTER'S OWN INTEREST ALSO PREJUDICED

17. The Representer's Site is located southwest to the Subject Site on the opposite side of Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's Permitted Residential Development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

18. The Representer recognises that Hong Kong faces a pressing land shortage problem, affecting not only our economic prospects and Hong Kong's role as Asia's World City, but also importantly the liveability of the City for its Residents. In this regard, the Representer acknowledges that in order to ensure the sustainable development of Hong Kong, there is a need to make better use of existing land resources. The Subject Site has been underutilized and consideration should be given to an optimum land use mix. While the Representer is not against development on the Subject Site, a development that is appropriate in terms of land use compatibility, urban design, environmental considerations, infrastructural capacity, and public aspirations should be considered. Being a former G/IC zone, the need for Community provisions now or as a G/IC reserve in the future are also a major considerations that should not be overlooked under the Amendments.

19. Like other Local Residents of this Neighbourhood, the Representer has serious concerns on the adverse and detrimental impacts to the Area of development under the Amendments, specifically, overcrowding in the area, visual, air ventilation, environmental and traffic impacts along Caroline Hill Road. The high-intensity of the Planned Development being of much larger scale and building grain than the surroundings, will result in an overpowering and incompatible development. Such large bulk will create a large wall effect along Caroline Hill Road. Together with the natural topography of Caroline Hill, the Representer's Site will be the victim of a major canyon effect. The Representer is extremely concerned on the dwarfing and overshadowing by the Planned Development on the surrounding Neighbourhood. Blockage of sunlight and air ventilation will be to the detriment of Local Residents. Improvements to the pedestrian level along Caroline Hill Road must be considered including substantial setbacks to facilitate visual, air ventilation and pedestrian permeability.

20. With Government paying lip service to Community provisions on this occasion, the Representer is of the view that Government is being opportunistic in a land grab for money making CBD type development in an otherwise peaceful Residential / G/IC Neighbourhood, which deserves more/better consideration.

PROPOSED REMEDY OF THE REPRESENTER BOTH IN SOCIETY'S INTEREST AND TO MITIGATE THE ADVERSE IMPACT ON THE REPRESENTER'S SITE

21. In light of the above, the Proposed Remedy to this Objection is to rezone the Subject Site solely for "G/IC" Use at a lower development intensity that respects the surrounding neighbourhood character. As indicated in Para. 18 above, the Representer recognizes that there is a need to make better use of existing land resources, and as such, the Representer is not against development on the Subject Site. However, any development must be appropriate in terms of land use compatibility,

urban design, environmental considerations, landscape value, infrastructural capacity, and Public aspirations.

22. A Land Use Planning, Design and Technical Feasibility Study, with thorough Public Engagement, should be conducted. The Representer opines that Government should thoroughly and comprehensively assess and propose a zoning amendment that would allow development with societal benefit and more positive impacts in planning, urban design and environmental terms and without massive adverse traffic impact which seems to have been "swept under the carpet". Key considerations should include, but not be limited to:

- Whether the proposed GFA allocation amongst various uses is justified with proper consideration given to Societal Needs.
- How the future development could be suitably integrated within the established Caroline Hill Neighbourhood.
- Development Intensity and Building Height that is more in line with existing surrounding uses.
- Whether the proposed uses are compatible with the existing uses within the Neighbourhood.
- How to ensure that visual corridors and enhanced building gaps and air paths for air ventilation and light penetration are incorporated within the future development.
- Whether the traffic generation of the future development is within the carrying capacity of the surrounding road network.
- Whether the planning controls can indeed preserve the OVTs as per the objective.
- A more comprehensive layout with consideration of and integration with surrounding sites. The GFA allocation and careful design and disposition of building blocks can create better connectivity and more Open Space for the Community.
- How to ensure that the pedestrian environment is enhanced and is convenient to pedestrians.

23. However, should Government / TPB consider that expansion of the Causeway Bay CBD is an absolute NECESSITY (albeit this Representation has outlined the negatives of such a Planning Intention), then "***call a Spade a Spade***". Government's arrogance and mis-portrayal of its true intentions by dressing up the matter as if trying to outsmart the Public by ignoring local concerns is unacceptable. PlanD should conduct a wider, longer and more in depth Consultancy Study on the Feasibility of the Expansion of Causeway Bay CBD into Caroline Hill that can properly determine the feasibility of commercial development at the Subject Site in consideration of other alternatives and demonstrate why the preferred option is desirable in Planning terms. Proper and wider Public Engagement should be part of this process.

24. The Representer opines that there is a need to maintain the Site for Community Facilities serving the Neighbourhood. This Representer does not object to the fact there is a need for Judiciary Facilities in Hong Kong, and accepts that such Facilities are not an incompatible use with the surrounding context. However, it should be further substantiated in terms of the scale of development required for the judiciary against the carrying capacity of the Subject Site in the context of its surrounding neighbourhood.

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25. In arriving at the development intensity, Government / TPB should refer to the existing Building Heights and development intensity on the Site and the long-established function of the Site as a breathing space or "Green Lung" next to the highly developed Causeway Bay CBD area. This is the normal practice of the TPB in considering rezoning any G/IC site, i.e. to consider the "Green Lung" function of a G/IC site.

26. Furthermore, substantial setbacks along both sides of the Subject Site abutting Caroline Hill Road should be provided to facilitate visual, air ventilation and pedestrian permeability. This requirement should be included into the Statutory Notes of the OZP to ensure compliance during the Detailed Design Stage.

27. Should the Proposed Remedy be agreed to by the TPB, this Representation will be withdrawn.

The Representer strongly urges Government to take this opportunity to reflect on the current social climate. The repeated failure of Government in conducting adequate Public Consultation has cause major societal turmoil, as demonstrated in the recent handling of the *Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill* ("Extradition Bill"). This trend and attitude must end to safeguard the livelihood of Hong Kong's Residents. Government must listen to Public views to avoid a microcosm of social unrest in the Wan Chai District and Caroline Hill Residential area. The Representer sincerely trusts that this Representation to the TPB will caution Government to stop ignoring Public concern or it is likely that Government will face a Public backlash from this Neighbourhood. If this Representation is not upheld, the matter will be brought to media attention for further investigation into Government's inappropriate real intentions for this Site.

The Representer thanks you for your attention and trusts that the TPB will fully consider all matters raised with a view to adopting the Proposed Remedy of the Representer in the context of the negative implications for their Site, but also importantly in the **Societal Interest**. Should you have any queries, please do not hesitate to contact the undersigned, Ms. Cindy Tsang, or Mr. Vincent Lau.

Yours faithfully
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

K. R. Seddon
Chief Executive Officer

KRS/CT/VIN/yv

cc Client
Wan Chai District Council - wcdcadm@wcdc.had.gov.hk

Approved & Reviewed by:	K. R. Seddon
Edited by:	Cindy Tsang
Prepared by:	Vincent Lau
File Ref:	CHRWHK/3
Date:	24 July 2019

tpbpd

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主旨: REPRESENTATION IN RESPECT OF THE DRAFT WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/20
附件: 01.pdf

Dear Town Planning Board,

Please find attached a Representation Letter for the Captioned for your information. The hard copy of the Representation Letter together with the Application Form and Authorization Letter will be delivered to the TPB Secretariat.

Feel free to contact us should you have any queries,

Kind Regards,

Keren R Seddon
Chief Executive Officer

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Our Reference: CHRWHK/3/VIN/01
Date: 24 July 2019

The Secretary, Town Planning Board

c/o Planning Department
15/F North Point Government Offices
333 Java Road, North Point, HONG KONG

Dear Sir / Madam

SECTION 6(1) REPRESENTATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

REPRESENTATION IN RESPECT OF THE DRAFT WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/20

We are hereby instructed by Best Epoch Holdings Limited (the "**Representer**") to submit this Representation to Amendment Items A and B of the Draft Wong Nai Chung Outline Zoning Plan ("**OZP**") No. S/H7/20 ("**Draft OZP**") and associated Amendments to the Statutory Notes of the OZP under Section 6(1) of the Town Planning Ordinance (the "**Ordinance**").

The Representer wishes to lodge their **STRONG OBJECTION** to the Amendments on several grounds, which we outline in this letter. We respectfully urge the Town Planning Board ("**TPB**") to fully consider their reasons for objecting and to give due consideration to their proposed Remedy.

1. OVERVIEW

1.1 On 03 May 2019, the Metro Planning Committee ("**MPC**") of the TPB decided to agree to the Proposed Amendments to the Approved Wong Nai Chung OZP No. S/H7/19 ("**Approved OZP**") as well as to the associated revisions to the Statutory Notes and the Explanatory Statement ("**ES**") of the Approved OZP. The Proposed Amendments are to facilitate the District Court and Commercial Development at the Site at the junction of Caroline Hill Road and Leighton Road (the "**Subject Site**" / the "**CHR Site**"). This is the Second MPC Meeting in which MPC Member's agreement to the Proposed Amendments were sought. The First MPC Meeting was held on 08 March 2019, where after deliberations MPC Members decided to defer a decision and requested the Planning Department ("**PlanD**") to provide more information for the MPC's consideration.

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1.2 The Draft OZP showing the Amendments has been exhibited under Section 5 of the Ordinance for Public inspection for a period of two months from 24 May 2019 to 24 July 2019.

1.3 This Representation is made with regard to:

I. Amendments to Matters shown on the Plan

*Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("**OU (SRC)**") and "Government, Institution or Community" ("**G/IC**") to "Commercial (2)" ("**C(2)**") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.*

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

II. Amendments to the Notes of the Plan

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

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

Planning History

1.4 The Subject Site (approx. 2.66 hectares) was formerly occupied by the Electrical and Mechanical Services Department ("**EMSD**") Headquarters, the Civil Aid Service ("**CAS**") Headquarters, the Post Office Recreation Club and the PCCW Recreation Club. The uses have since been vacated.

1.5 The ex-EMSD Headquarters and ex-CAS Headquarters were formerly zoned "G/IC" on the Approved OZP, subject to a Building Height Restriction ("**BHR**") of three storeys. The Planning Intention in respect of the "G/IC" zone is "*primarily for the provision of Government, institution or community facilities serving the needs of the Local Residents and/or a wider District, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.*"

1.6 The ex-Post Office Recreation Club and the PCCW Recreation Club were formerly zoned "OU(SRC)" on the Approved OZP, where two portions of this Zone were subject to a BHR of 2 storeys. The Planning Intention in respect of the "OU(SRC)" zone is "*primarily to provide/reserve land for sports and recreation club uses.*"

1.7 The majority of the Developments within the Subject Site are low-rise in nature, while the ex-EMSD Headquarters and ex-CAS Headquarters are approx. 11 storeys.

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1.8 Over the years, the surrounding neighbourhoods have developed organically around the long-standing "G/IC" site which acts as a "Green Lung" accorded by former uses on the Subject Site.

1.9 In 2006, PlanD had proposed to rezone the Subject Site to "Comprehensive Development Area" ("**CDA**") to facilitate a Commercial and Residential Development with a maximum total GFA of 90,000m^2, a Public Transport Terminus ("**PTT**") of 11,380m^2, and Public Open Space of 11,500m^2 ("**2006 Scheme**"). The MPC considered PlanD's Proposal on 17 February 2006, but the Proposal was subsequently withheld by the Government. Nonetheless, it should be noted that a Planning Brief was prepared to provide guidance for the future Development of the Site.

Statutory Planning Context

1.10 On 8 March 2019, PlanD sought MPC's agreement to the Proposed Amendments to facilitate the District Court and Commercial Development ("**Planned Development**") at the Subject Site. At the MPC Meeting, Members decided to defer a decision on the Proposed Amendments to the OZP and requested PlanD to provide more information on (i) justifications for the locations of the District Court and Commercial Development; (ii) block disposition in connection with the locations of the Public Open Space; (iii) pedestrian connectivity within and outside the CHR Site and (iv) Government's priority of providing various social welfare facilities at the commercial site. On 03 May 2019, the MPC further considered the Proposed Amendments and Further Information in Response to MPC Members' Concerns, and decided to agree to the Proposed Amendments.

Consultation with Wan Chai District Council

1.11 Wan Chai District Council ("**WCDC**") was consulted three times on the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP. **STRONG OBJECTIONS** were raised each time by WCDC Members.

Nature of Objection

1.12 The nature and reasons for the Objection are detailed in this Letter and summarised below.

Planning, Urban Design, Environmental Aspects And Societal Needs.

- **It is not necessary to develop the Site for Commercial Development.** This would irrevocably change the existing character of a relatively quiet neighbourhood mainly comprised of Residential and G/IC Uses, which is vastly different from the commercial business area of Causeway Bay. Why is there a need to extend the commercial business area in this manner? There is a **lack of justification for additional Commercial Use** in this location.

- Commercial Development is **not in keeping with the land use character of the locality**, resulting in a Commercial Development at odds both physically and in terms of land use with the Residential and G/IC cluster in which the Site is located.

- The Planned Open Space as part of the Commercial Development is **not sufficient to address a demonstrable deficit in Local Open Space** in the District and will result in a secluded and not-easily accessible location, undermining the objective of providing quality Open Space to enhance the liveability of the neighbourhood.

- The **Development intensity and building height under the Amendments are highly unsuitable, inconsistent and incompatible** with the surrounding land use character.

- The High-Density Development will result in **negative implications for both urban design and land use character.**

- There is **insufficient justification for the rezoning of the former "G/IC" zone for Commercial Use.** There is a need to fully demonstrate that the main planning criteria under TPB PG-NO. 16 have been met.

- The Planned Development is **unable to address pressing community needs for G/IC facilities** and has **failed to recognise the future need for G/IC facilities.**

- The Planned Development will result in **significant adverse visual and air ventilation impacts, and adverse impact on the local road network and on pedestrian connectivity.**

- There have been **considerable Public Objections to the Planned Development**, which have not yet been addressed.

Representer's Own Interest Also Prejudiced

1.13 The Representer's Site is located southwest of the Subject Site opposite Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's permitted residential development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

1.14 This Letter will clearly demonstrate that the Amendments in respect of the Subject Site will result in Development that will adversely impact on the Representer's own Site immediately opposite which can now be crowded and dwarfed and severely impacted on by the development of the Subject Site, and importantly it will clearly demonstrate that the Amendments will give rise to Development that is highly inappropriate to the local neighbourhood.

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PLANNING, URBAN DESIGN, ENVIRONMENTAL ASPECTS AND SOCIETAL NEEDS

2. Lack Of Justification For Commercial Use

2.1 According to MPC Paper No. 1/19, the Amendments are in response to *The 2017-18 Budget*, which indicates that to maintain Hong Kong's status as an International Financial Centre, it is necessary to ensure a continual supply of office space, especially Grade A office space. In this regard, a Commercial Development including Office, Hotel, and Retail uses of approx. 100,000m^2 is planned under Amendment Item A.

2.2 While it can be agreed that Hong Kong faces a land shortage problem in addressing the range of land uses, including sufficient economic land in order to drive sustainable Development and improve the competitiveness of Hong Kong, the Subject Site is not an appropriate solution space in terms of land use compatibility, urban design, environmental considerations and/or infrastructural capacity. Premature rezoning of this Site as represented by the Amendments to meet a blanket policy will only lead to unsustainable planning, a permanent undesirable interface and Societal Loss.

2.3 The overall core commercial and business area of Causeway Bay is well developed. However, many buildings are also aged. Rather than focussing Development efforts outside the known limits of the Core Business Area, Government should encourage urban renewal and redevelopment efforts to increase commercial floor space supply within the Core Business Area, e.g. through policy or financial incentives. There are many large clusters of old buildings in Causeway bay (i.e. areas bounded by Percival Street and Yun Ping Street) that could be comprehensively planned to support further economic Development in Causeway Bay. This is also in line with Government's objectives for urban renewal and regeneration.

2.4 At the same time, Hong Kong (and Causeway Bay in particular) is consistently home to some of the highest office space rentals in the World. With increasing rental rates in the Traditional Central Business Districts ("**CBD**"), less affordable users are being forced to move to Non-CBD Grade A Offices, resulting in decrease in office demand in traditional CBDs and office decentralisation. Therefore, it should also be recognised that the provision of Grade A offices should not be restricted to traditional CBDs (i.e. Sheung Wan, Central, Wan Chai, Causeway Bay and Tsim Sha Tsui), but should also take into account emerging but well sought after Business Areas, including East Kowloon CBD2 (i.e. Kai Tak Development and Kowloon Bay and Kwun Tong Business Areas); Secondary Business Nodes in North Point/Quarry Bay/Tai Koo; the emerging office and business node in Wong Chuk Hang; Government's Lantau Tomorrow Vision to establish a new CBD3 at the East Lantau Metropolis (ELM), a new and smart platform for office and business development; as well as other strategic nodes near cross boundary links.

2.5 According to the "*Review of Land Requirement for Grade A Offices, Business and Industrial Uses*" commissioned by PlanD in April 2014 to support the review of the Territorial Development Strategy for Hong Kong (i.e. Hong Kong 2030+), in terms of the provision of Grade A offices, the distinction between CBD and Non-CBD Grade A Offices floor space is to a certain extent inter-changeable, depending largely on rental values under market conditions.

2.6 Thus, rather than increasing land for Grade A Office Space in Causeway Bay through a confused expansion of the known commercial limits into a traditionally residential/ G/IC area, emphasis should be placed in (i) redevelopment of aged building stock within the existing commercial area; or (ii) development in new strategic growth areas that provide sufficient amount of land for comprehensive development (i.e. the formation of a new CBD and development of clusters for business activities to foster synergy and agglomeration effect.)

3. Subject Site Not Suitable For Commercial Development

3.1 As indicated in MPC Paper No. 1/19, PlanD opines that the Subject Site is located at the fringe of the Core Business Area of Causeway Bay and that the Subject Site abutting, as it does, Leighton Road, is compatible with other Commercial Developments across Leighton Road.

3.2 It is argued that the commercial fringe of the Causeway Bay CBD lies to the northwest of Leighton Road and that Leighton Road (a 4-lane road) acts as a traditional physical boundary between the "Causeway Bay" CBD and the "Leighton Hill and Caroline Hill" Residential Areas. Not only is this evident in the vast differences in character (as further substantiated in ***Section 4*** below), this is also reflective of the Causeway Bay Focus Area as defined under the "*Study on Planning for Pedestrians*" completed by PlanD in 2006, which defined the Pedestrian Plan Area by Gloucester Road to the north and east, by Canal Road east to the west, and by Leighton Road to the south.

3.3 The Leighton Hill and Caroline Hill Areas are relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is vastly different from the Causeway Bay CBD on the opposite side of Leighton Road, which consists of high-density Commercial Uses and high business traffic.

3.4 Accordingly, during the MPC Meeting on 17 February 2006, one Member asked whether the whole Site could be developed for pure residential use in order to capture the tranquil atmosphere of the neighbourhood primarily comprising school, residential, and Government, Institution and Community Uses.

3.5 Rather than unnecessarily extending the commercial fringe into the Caroline Hill Neighbourhood, the Subject Site should be developed for Public Community Facilities to complement the Local Community and to act as a buffer to screen off traffic nuisance from Leighton Road. Where large pieces of community spaces are at such a premium in the existing urban areas, the unnecessary development of high-rise Commercial Uses that are better accommodated elsewhere cannot be justified.

4. Not In Keeping With The Land Use Character Of The Locality

4.1 The Subject Site is located in a predominantly Residential Area mainly surrounded by G/IC Uses. Caroline Hill is home to one of the major G/IC and Recreational clusters in the Wan Chai District, providing community and recreational facilities to Local Residents and the wider District, with the following located in close proximity to the Subject Site:

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G/IC Facilities

- St. Paul's Convent
- St. Paul's Convent School and Kindergarten
- St. Paul's Hospital
- Po Leung Kuk, Po Leung Kuk Kwok Law Kwai Chun Children Services Building and Vickwood K.T. Chong Building, and Po Leung Kuk Silver Exchange Society Pershing Tsang School
- HKU Space Po Leung Kuk Stanley Ho Community College
- Christ the King Chapel
- Olympic House
- St John Ambulance Brigade Hong Kong Island Command Headquarters
- St Mary's Church (Episcopal)
- Hotung Secondary School
- Hennessy Road Government Primary School (Causeway Bay)
- Shing Kwong Church
- Sheng Kung Hui Kindergarten
- Sir Ellis Kadoorie (S) Primary School
- Buddhist Wong Fung Ling College & Buddhist Wong Cheuk Um Primary School
- The Hong Kong Buddhist Association Children & Youth Centre
- Tung Wah Eastern Hospital
- Confucius Hall Secondary School

Recreational Facilities

- South China Athletic Association Stadium
- Disciplined Services Sports and Recreation Club and Sports Ground
- So Kon Po Recreation Ground
- Indian Recreation Club
- Hong Kong Stadium

4.2 The Subject Site has traditionally been part of the breathing space abutting the highly urbanised District of Causeway Bay and is highly valued by the community. In fact, the provision of low-rise G/IC Use entirely on the Subject Site is highly compatible with the existing urban fabric. G/IC Use will be more suitable with the other G/IC and Recreational Uses provided in close proximity and will strengthen and enhance the overall provision of Community Services to Local Residents and the wider District. Indeed, the fact that a strong clustering and synergic effect demonstrates that the uses are compatible and complementary to each other.

4.3 Should the Subject Site be used partly for Commercial Development, the result would be a Commercial Development at odds physically and in terms of land use with the surrounding Residential and G/IC cluster.

4.4 It should also be noted that more developable land is needed not only to support a still growing population, but also to ensure a quality living environment. Government must ensure that other wider considerations and balancing of needs are taken into consideration when planning for such a rare and valuable Site in this District.

4.5 In "*Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030*" ("**HK2030+**"), a long-term planning framework that will guide Hong Kong's city planning, land and infrastructure development, and shape Hong Kong's built environment beyond 2030, emphasis is placed on the importance of enhancing liveability in promoting the health, well-being and the quality living environment of Hong Kong People. There is a stronger focus on quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong.

4.6 One of the Government's objectives or "Building Blocks" in the 2030+ is to achieve Planning for a Liveable High-density City, through reinventing Public Space and enhancing Public Facilities. It recognises that there is also a need to improve certain G/IC Facility provisions, and to cater for changing demographics (e.g. neighbourhood elderly care facilities), all helping uplift the liveability of the City. As a further step forward, Government's objective is to expand Public Spaces when opportunities arise in the course of revitalisation/redevelopment in the densely populated urban core, and to set aside more areas for Public Space in New Development Areas. (***Public Engagement Booklet of HK2030+*** refers).

5. Overall Lack Of Open Space To Meet Local Needs

5.1 According to MPC Paper No. 1/19, while there may be an overall surplus of Open Space provision in the Wan Chai District, there will be a deficit of about 2.7ha[1] of Local Open Space. This is notwithstanding recommendations in HK2030+ to further increase the provision of Open Space per person. As part of the Planned Commercial Development, a Public Open Space of not less than 6,000m^2 has been incorporated within the "C(2)" Site at the southeast corner of the Subject Site to serve as a Local Open Space for the Core Business Area and the adjacent Residential Developments. With a remaining deficit of 2.1ha of Local Open Space, it is evident that this planned provision is not sufficient to address the deficit in Local Open Space.

5.2 Furthermore, the planned 6,000m^2 of Local Open Space is to be provided in a secluded and not-easily accessible location due to the District Court's design requirement. This is an unacceptable justification and undermines Local Residents' rights on the provision of quality Open Space, a key measure in enhancing liveability in the high-density urban context of Hong Kong. Moreover, the Planned Local Open Space has limited opportunities to facilitate pedestrian movement. During the MPC Meeting held on 08 March 2019, a MPC Member reiterated that "consideration should be given to enhance the connection to the Open Space network within the District to facilitate pedestrian circulation and accessibility." This has yet to be addressed in respect of the current intentions under the Amendments.

5.3 While there is a surplus in District Open Space (facilities for the core activities and for passive recreation to meet the needs of a District population (as defined under HKPSG)) in Wan Chai District (mainly due to provision provided by Victoria Park), it is inappropriate to compensate for Local Open Space (more passive in nature and providing sitting-out areas and children's playgrounds to serve the neighbourhood population (as defined under HKPSG)).

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[1] *It is noted that there is a discrepancy from MPC Paper No. 1/19, which states there is a deficit of about 2.7 ha of Local Open Space; while Appendix IX of MPC Paper No. 1/19, indicates a deficit of 2.60 ha in Local Open Space.*

5.4 While it is recognised that the former zoning on the Subject Site was not for the provision of outdoor open-air Public Space. It did, however, in part provide recreational facilities for specified uses, whilst the low-rise Developments also acted as a "breathing space/ buffer" or "Green Lung" and spatial and visual relief from the urban environment of Causeway Bay CBD. This concept should be maintained for any future Development on the Subject Site.

6. Unsuitable Development Intensity And Scale For The Subject Site

6.1 The Subject Site is proposed to be developed for Commercial Development and District Court Development subject a maximum GFA of 100,000m^2 and 70,000m^2 respectively. This equates to a Plot Ratio of about 11.17 and about 6.6 respectively. PlanD has indicated that the proposed development intensity of the Subject Site is proposed with due regard to the carrying capacity of the local road network.

6.2 The current proposed development intensity of 11.17 and 6.6 is severely excessive when compared to the low to medium-density residential and community facilities in the Caroline Hill Area. The existing uses on the Subject Site were low-density Developments that acted as a major breathing space or "Green Lung" for the wider District. While it is recognised the need to increase Development intensity where planning and design considerations permit, the key consideration should emphasise quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong. In this regard, suitable Development intensity, comparable to the surrounding site context, should be considered. The Planned Development is out of character and lacks the proportionate relationship with human scale. In addition, the Planned Commercial Development will result in severe adverse traffic impacts on the surrounding road network.

6.3 It is noted that the 2006 Scheme (Commercial and Residential Development with a maximum total GFA of 90,000m^2) was proposed taking into account the "*Hong Kong 2030: Planning Vision and Strategy*" Study which was in favour of less intensive development with the existing densely developed area. The 2006 Scheme adopted an overall Plot Ratio of 3.8 (including PTT). During the MPC Meeting on 17 February 2006, a Member commented that the proposed plot ratio of 3.4 or 3.8 (including the proposed PTT) was an appropriate Development intensity within the existing densely developed area.

7. Inconsistent With The Building Height Profile Of The Area

7.1 While the BHR of 135mPD under the Amendments maybe in line with the newly imposed BHR on Causeway Bay CBD (vis the Approved Causeway Bay OZP), it is in fact highly incompatible and inconsistent with the building height profile of Caroline Hill. It should be noted that the existing zoning imposes a BHR of 2 and 3 storeys on the Subject Site. While it is agreed that the existing BHR may not allow for the Subject Site to be fully utilized, the proposed BHR is grossly mismatched and inappropriate for the Area.

7.2 As indicated in ***Section 4***, the neighbourhood is characterised as a relatively quiet neighbourhoods mainly comprised of Residential and G/IC Uses. This is also reflective in the predominantly medium-density medium-rise Residential Development and low to medium-rise Community Facilities. This is clearly reflected in the adjacent SCAA

Development, partly subject to a BHR of 7 storeys, and other G/IC Uses that are mainly subject to BHR ranging from 1 to 10 storeys. A high-density Development, regardless of use, will be out of character in this location and could lead to an overall increase in building height over time, eroding the quiet neighbourhood context over time.

7.3 With reference to Chapter 11 - Urban Design Guidelines ("**UDG**") of the *Hong Kong Planning Standards and Guidelines* ("**HKPSG**"), it is noted that Development height should enhance the District character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood. Relief and diversity in height and massing of Developments should be provided in different localities. Low-rise and low-density areas should be preserved to enhance diversity in the urban core (***Para 6.2.8 of the Ch. 11 of the HKPSG*** refers). None of these Guidelines support the proposed BHRs on the Subject Site.

8. High-Density Commercial Development Will Have Negative Implications For Both Urban Design And Land Use Character

8.1 With reference to the "*Hong Kong Planning Standards and Guidelines*" ("**HKPSG**"), "General Urban Design Considerations" set out in Chapter 11 - Urban Design Guidelines ("**UDG**") of the HKPSG are used in assessing the urban design implications of planning and development proposals. Considerations are made at the Macro-, Intermediate-, and Micro- level, covering, *inter alia*, location suitability, relationship with the visual corridors, impact on penetration of light and air, compatibility with street pattern, compatibility with overall height profile and massing, impact on the surroundings, contextual and functional appropriateness at street level, contribution to pedestrian-friendly environment, human scale and quality enhancement, and creation of spatial feeling. The Representer raises serious doubt as to whether these considerations were properly taken into account in arriving at the Parameters of the Planned Development under the Amendments. Certainly the Photomontages included in MPC Papers No. 1/19 and 5/19 show an overbearing design that is completely incompatible with its neighbours, and without human scale or spatial relationship to its surroundings.

8.2 The Planned Development under the Amendments on the Subject Site will only result in negative impacts in the urban design context, including:

- The Amendments create a major "C" zone protruding into the G/IC Cluster, undermining the integrity of the Residential and G/IC Neighbourhood. An extension of the Causeway CBD has not been demonstrated to be needed or to be appropriate in this location.
- Portions of the Site will likely be closed off to the Public, resulting in reduced space in the Public Realm and reduced connectivity.
- It is likely that Developers of the Commercial Site will maximise the Development potential allowable in order to optimise profitability. Such Development intensity would result in significant adverse change to the Caroline Hill neighbourhood character.
- The Developers of the Commercial Development may also limit the opportunities to create visual and air corridors through the Subject Site. Basic legal requirements (i.e. provision of a 25m building gap) do not necessarily reflect a satisfactory layout.

- The building blocks of the "C" zone, built at high development intensity, will cause obstructions and affect the visual openness of the Subject Site, which will adversely affect the visual amenity of the Neighbourhood.
- The Commercial Development is not compatible with G/IC developments in the immediate surroundings and will erode the existing low- to medium-rise character.
- Commercial Development will attract and generate more traffic to the area. The additional traffic will exacerbate the already high traffic volumes in the Area. Traffic fumes and noise generated by the traffic will also result in degradation to the pedestrian environment of the area.
- Provision of Open Space in a Private Commercial Development will seriously limit any contribution to the Public.
- Any potential enhancement to the Public Realm will be subject to the Developer's intent and is likely to be diminished.

8.3 Based on the above, it is clearly evident that (i) Commercial Use and (ii) the planned development intensity are **inappropriate** and **unsuitable** for the Subject Site.

9. Insufficient Justifications On The Rezoning Of "G/IC" Zone For Commercial Use

9.1 It should be noted that Amendment Item A results in a loss of approx. 0.84 ha of "G/IC" on the Subject Site.

9.2 According to the "*Town Planning Board Guidelines for Application for Development/ Redevelopment within "Government, Institution or Community" Zone for Uses Other than Government, Institution or Community Uses under Section 16 of the Town Planning Ordinance*" ("**TPB PG-No. 16**"), "the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met. Through zoning amendment to the relevant statutory plan, members of the Public would be informed of the change in planning intention, and an opportunity could be provided for the Public to comment on the zoning amendments and lodge objections for the consideration of the Board under the provisions of the Ordinance" (***Para. 1.6 of the TPB PG-No. 16*** refers).

9.3 In this regard, the main planning criteria to be met are also applicable in this instance, but Government has not to date demonstrated that the planning criteria of the TPB Guidelines have been met. The relevant planning criteria are as follows:

2.1(a)ii there is adequate provision of other G/IC facilities in the District, or the application site is not suitable for other G/IC facilities;

2.1 (b) in the case of an undesignated "G/IC" site, the application site is no longer required to be reserved for any G/IC uses;

2.1 (c) the Proposed Development/ redevelopment would not adversely affect the provision of G/IC facilities in the District on a long-term basis.

2.3 The Proposed Development should be compatible in land-use terms with the G/IC uses on the site, if any, and with the surrounding areas.

2.4 The scale and intensity of the Proposed Development should be in keeping with that of the adjacent area.

2.5 The scale and design of the Proposed Development should have regard to the character and massing of the building in the surrounding areas and should not cause significant adverse visual impact on the townscape of the area.

2.8 The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby.

2.9 The Proposed Development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the Proposed Development should be compatible and should blend in well with the surrounding areas. The Proposed Development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas. A master landscape plan (including a detailed survey of the existing trees, Proposals on preservation of the trees, tree transplanting, compensatory planting and, where appropriate, an indication of the proposed hard finishes of all landscape areas, slopes and retaining structures) should be submitted to the Board for consideration.

9.4 In this regard, the following planning issues should have been fully demonstrated by PlanD before determining whether or not the former G/IC Site should be rezoned to other uses:

- Whether there truly is no long-term need for G/IC Uses on this former G/IC reserve;
- Whether rezoning the former G/IC Site will adversely affect future provision of G/IC Facilities in the District;
- Whether the rezoning for the Site is incompatible with its surrounding area in terms of land use, character, scale and development intensity; and
- Whether the rezoning will cause adverse environmental impact to the surrounding area and whether it will be susceptible to adverse environmental impacts from pollution sources nearby.

9.5 Considering the comments raised by WCDC Members, we doubt the above issues have been adequately or properly addressed. (***Section 16*** below also refers).

10. Inability To Address Community Needs For G/IC Facilities

10.1 According to MPC Paper No. 5/19, based on a planned population of about 185,000 persons in Wan Chai District, PlanD indicated that there is no shortage of major G/IC

Facilities in the Area. However, according to *Provision of Major Community Facilities in Wan Chai District* (***Attachment IX of MPC Paper No. 1/19*** refers), there is a clear deficit of "Day Care Centres/Day Care Units (Centre –base)" (deficit of 296 places); "Residential Care Homes for the Elderly ("**RCHE**") (deficit of 686 beds), and also the provision of Local Open Space (deficit of 2.6ha[1]).

10.2 In response, PlanD indicated that as advised by the Social Welfare Department ("**SWD**"), if both subvented and self-financing RCHE are included, the total number of RCHE within the District is greater that the Planned Provision. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. This does not fully address community needs in regards to elderly services, as further discussed in ***Section 11 below,*** or non-population based facilities.

10.3 During consultations with WCDC on 08 May 2018 and 08 January 2019, Members had strongly indicated the District's need in the provision of G/IC Facilities. Many Members raised that Local Residents had strong demand for Open Space, performance venues, home for the elderly and a civic centre. Members opined that the Subject Site was an ideal site for meeting local needs. Nonetheless, PlanD indicated that according to Leisure and Cultural Services Department ("**LCSD**"), civic centres are planned on a District-wide basis, and the current provision of which on Hong Kong Island is considered sufficient.

10.4 In this regard, the only community facilities to be provided, located within the "C" zone, are Child Care Centre ("**CCC**") and District Health Centre ("**DHC**"). The Proposed GFA (subject to detailed design) is 1,074m^2 and 2,200m^2, respectively. This is only a mere 3.27% of the proposed GFA of the "C" zone (maximum GFA of 100,000m^2). The DHC is proposed in response to the Chief Executive's Policy Address 2017, in which one DHC would be set up in each District. In regards to the CCC, there is no population-based standard in the HKPSG. However, a WCDC Member had questioned and criticized the Government's intentions as there is no strong justification for giving priority to the provision of CCC and DHC.

10.5 As mentioned by the Chief Executive in *The Chief Executive's 2018 Policy Address*, Government has made it a policy objective to better meet the growing community demand for G/IC Facilities. However, the Amendments have clearly failed to achieve this Objective.

10.6 Recognising that land in urban areas is very scarce, land zoned for G/IC Uses is very precious to ensure that the future needs of Society are adequately provided for. "Liveability", one of underlying aims of the HK2030+, is about providing not only reasonable living space, but also supporting infrastructure and community facilities. Many community and welfare facilities are essential; with our ageing population, the demands for elderly and health care facilities are especially strong. Government cannot allow the land shortage crisis from preventing the provision of high quality and suitable community facilities.

11. Failure To Recognise Future Need For G/IC Facilities

11.1 The Government's initial assessment of future G/IC need appears to only take account of consultations with Government Departments or in response to policy directive. There is a complete absence of wider consultation with Stakeholders and the

Community (including the District Councils) and the platform provided by the current Representation process provides only limited opportunity for 2-way dialogue. This is considered 'out of step' with the CE's pledge to engage with the Public and to address the provision of Community Facilities based on Local needs. Real Public and Stakeholder engagement starts at the beginning of the process. The Government's lack of early consultation means that medium and long term G/IC Facilities that are in demand have not been identified. District Councils are effectively paralysed from engaging in the process as confusion surrounds which G/IC sites the Government is actively considering. This could have long term implications on the livability and provision of community facilities in Hong Kong in the long run.

11.2 According to MPC Papers No. 1/19 and 5/19, Government's only consideration for G/IC Facilities were *"based on the planned population for the Wan Chai District"*. And even though there were identified deficits in the provision of Day Care Centres and RCHE, they were considered not necessary by SWD.

11.3 Insufficient information has been provided by Government on the timescale and population trends being considered when an assessment of "planned growth" is undertaken. The growing elderly population will have major implications for the provision of Health, Welfare and Community Services. As indicated in the Elderly Services Programme Plan (2017) prepared by the Elderly Commission, Hong Kong will face a rapidly ageing population. According to the Hong Kong Population Projections 2015-2064, it is expected that the size of the elderly population (i.e. those aged 65 and above) will increase from 1.12 million (or 15.3% of total population) in 2015 to 2.514 million (or 30.6% of total population) in 2043, and further to 2.58 million (or 35.9% of total population) in 2064. Compared to other economies, the ageing trend in Hong Kong is expected to be amongst the fastest.

11.4 The largest age group in Hong Kong (50-59) will shift from "soon-to-be-olds" (those in their 50s) to "young-olds" (i.e. those aged above 65 and below 85) and finally to "old-olds". Assuming other factors being equal (e.g. health and socio-economic factors), the overall demand for long term care ("**LTC**") Services will rise even faster than the growth rate of the elderly population given that "old-olds" are much more likely to require care and support services. Recognising this change in demographic trends, the demand for elderly-related goods and services will keep increasing and there is a pressing need to increase Elderly Care Services in the future. In the context of Wan Chai District, the 2016 By-Census identified a median age of 44.9 for the District. As such, Wan Chai District will soon be faced with an ageing demographic in the near future.

11.5 Yet the Government opines that there is no need to provide Elderly Care Facilities where a clear deficit is already identified on the basis that, in regards to RCHE, both subvented and self-financing RCHE will put the total number above the planned provision, and that actual provision for Day Care Centres is subject to SWD consideration. There is a need to ensure that adequate land is available throughout Hong Kong to provide the necessary Services for population change in the long term. It is critically important to ensure that core Services such as Health, Welfare and Community Services are available at a neighbourhood level. G/IC Reserves are essential to meet this need.

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12. Use Of The Site For The Judiciary

12.1 It is recognised that in order to meet the long-term needs of District Court-level judicial facilities, the Subject Site is suitable for the provision of District Court, Family Court and Lands Tribunal facilities. It is also agreed that the District Courts are in line with the planning intention in respect of the former "G/IC" zone and not incompatible with the surrounding land uses.

12.2 However, Government has yet to justify the size requirements of the District Courts, apart from indicating that a total GFA of 70,000m^2 would be required by the Judiciary, and that they would not accept a District Court of reduced area which does not fully meet its functional and operational requirements. While it can be agreed that District Courts as a land use are suitable for the Subject Site, planning for a comprehensive and inclusive community should not be carried out based solely on the operational needs for a facility, but rather on the needs of the community and the carrying capacity of the Area.

13. Significant Adverse Impact On The Local Road Network And On Pedestrian Connectivity

13.1 A Traffic Review was conducted to assess the traffic impact arising from the Planned Development at the Subject Site on the surrounding road network, to review the provision of Public transport facilities and to assess the adequacy of the pedestrian facilities. According to the Traffic Review, the Planned Development will not generate unacceptable traffic impact after implementation of certain road junction improvement works.

13.2 However, the basis of this conclusion is highly questionable. Firstly, it is understood based on Government's response to WCDC Members' Queries on 04 July 2019 that traffic surveys were conducted on 9/3/2017(Thursday) and 10/3/2017 (Friday) during 08:00 – 10:00 and 17:00– 19:00. However, as indicated by the WCDC, this is not representative of the existing traffic conditions. WCDC Members have indicated that there is more traffic volume in this Area during Weekends. Moreover, Local Residents are already suffering from road blockages during major events such as horse-racing and HK Sevens World Rugby events. As the roads cannot be widened, this situation will only worsen under the Amendments with the Planned Development. These events are also not properly addressed in the Traffic Review. Not only is the Traffic Review not sufficient to gauge the true traffic conditions of the Area, the survey was conducted over two years prior to the gazettal of the Amendments. This is against norms where traffic survey data are valid for only six months for Planning Applications.

13.3 Secondly, the Traffic Review Report has assumed a Commercial Development (total GFA of 100,000m^2) to comprise of (1) Office (GFA: 42,726m^2); (2) Hotel (GFA: 44,000m^2 (approximately 630 rooms); and (3) Retail (GFA: 10,000m^2). No justifications were provided for the basis of this assumption except that it was supposed to represent the worst-case scenario in terms of traffic generation and was adopted as a conservative approach. This development mix results in an additional 662 parking spaces and L/UL facilities, which will generate significant traffic impact on the road network. Yet no sensitivity tests were undertaken to show that the adopted basis was indeed the worst-case scenario for all peak times.

13.4 With only GFA and BH Restrictions covered in the Amendments, the future Developer will have total flexibility on the mix of uses within the Commercial Development.

13.5 With reference to *Chapter 8: Internal Transport Provisions* of the HKPSG, It should be noted the parking provisions for Office, Hotel, and Retail are vastly different, as follows:

Use	Parking Recommendations	Loading/Unloading (L/UL) Recommendations
Retail	**1 Car Space per 200 - 300m² GFA** *(Zone 1 areas)*	**1 L/UL Bay for Goods Vehicles for every 800 to 1 200m²**, or part thereof, GFA.
Office	*For the first 15 000m² GFA:* **1 Car Space per 150 - 200m² GFA.** *Above 15 000m² GFA:* **1 Car Space per 200 - 300m² GFA.**	**1 L/UL Bay for Goods Vehicles for every 2 000 to 3 000m² or part thereof, GFA.** *For sites of at least 5 000m² net site area,* **1 picking up/ setting down Lay-by for Taxis and Private Cars for every 20 000m², or part thereof, GFA.**
Hotel	**1 Car Space per 100 Rooms**	*L/UL Bays for goods vehicles:* **0.5-1 Goods Vehicle Bay per 100 Rooms.** *Lay-by for Taxi and Private Cars:* **Min 4 (>600 rooms)** Lay-by for Single-deck Tour Buses: **Min 2-3 (300-899 Rooms)**

**Please refer to full table: Table 11: Parking Standards of Chapter 8: Internal Transport Provisions of the HKPSG for details*

13.6 In addition, Transport Department's ("**TD**") recommendation on the provision of 100 Public Parking Spaces for Private Cars and 25 Public Parking Spaces for Commercial Vehicles within the Subject Site to ease the serious illegal parking problems in Causeway Bay would result in additional traffic problems in the area exacerbated by the Planned Development under the Amendments. This is in addition to the traffic caused by 537 parking spaces and L/UL facilities ancillary to the Planned Development (TOTAL: 662 parking spaces and L/UL facilities).

13.7 According to MPC Paper No. 1/19 and 5/19, PlanD indicates that as an improvement measure to facilitate pedestrian movement, the future Developer of the Commercial Development will be required to reserve an underground opening for a possible pedestrian connection to the MTR Station, which is subject to further feasibility study. This requirement is to be incorporated in the land sale conditions. The Representer has serious doubts as to the technical feasibility and implementation of this proposal. Causeway Bay MTR Stations Exits A (Time Square) and F (Hysan Place/ Jardine's Crescent) are located approx. 320 m away from the Subject Site. It is highly questionable whether connection to Causeway Bay MTR of that magnitude is possible and highly questionable if the end result would be convenient to the Public. It is unrealistic to suggest that this "possible" connection is an improvement measure to help elevate pedestrian traffic from Causeway Bay CBD to the Subject Site.

14. Adverse Visual And Air Ventilation Impacts

Adverse Visual Impacts

14.1 As demonstrated, the development intensity and building height under the Amendments is highly inconsistent and incompatible with the surrounding character. It is contradictory to the overall height profile and massing and contextual and functional appropriateness at street level, resulting in adverse visual and spatial impacts to the surrounding environment.

14.2 PlanD opined that the Planned Development with a max BHR of 135mPD is compatible with the character of the area and would not result in significant adverse visual effects to the identified Key Public Viewing Points. However, it is evident that the Planned Development would result in substantial and perceivable adverse visual impact when considering the visual composition, obstruction, effect on Public Viewers and visual resources.

14.3 As demonstrated in the Photomontages prepared by PlanD, the Planned Development would result in major visual change due to incompatible massing, scale, height and proportion against the overall visual backdrop and character. The Planned Development would also cause significant and negative changes and blockage to the views and visual openness, resulting in substantial degradation to the condition, quality and character of the area and, impacting views of Public Viewers and the overall sky view, streetscape, townscape and Public Realm of the surrounding neighbourhood.

Adverse Air Ventilation Impacts

14.4 According to MPC Paper No. 1/19, the Air Ventilation Assessment ("**AVA**") identified that the annual prevailing wind in the local area is east, east-northeast and northeast and the summer prevailing wind is southwest, south-southwest and south. Nonetheless, the only design features for wind enhancement include the access road along the northeast-southwest axis, the building gaps of 25m and 20m along the northwest-southeast axis and the Open Spaces. No consideration of the air ventilation conditions along Caroline Hill Road was made. Caroline Hill Road acts as a major pedestrian connection to numerous community facilities, including Hong Kong Stadium. Further improvements to the pedestrian level along Caroline Hill Road should be considered including substantial setbacks to facilitate visual, air ventilation and pedestrian permeability.

15. Adverse Impacts To Existing Trees

15.1 As previously stated, the Subject Site has a long-established function acting as a breathing space or "Green Lung" for the District. This is also reflected in the significant amount of Trees on the Subject Site (125 trees within and at the periphery of the Site), including two Old and Valuable Trees ("**OVT**"s) (OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1), one Important Tree (T82), and one stonewall tree (T1) on a retaining wall of the SCAA. The OVTs are 2 out of 37 OVTs in the Wan Chai District.

15.2 It is noted that PlanD has indicated that the OVT's will be preserved in-situ in accordance with Environment, Transport and Works Bureau Technical Circular (Works) No. 29/2004 'Registration of Old and Valuable Trees, and Guidelines for their Preservation', which requires the project proponent to preserve and avoid any damage to registered tree(s) within and adjacent to the site, e.g. through establishing a tree protection zone; and that the building gaps of not less than 20 and 25m are proposed generally aligning with the OVT No. EMSD WCH/1 and OVT No. HKP-WCH/1, respectively, to facilitate air ventilation.

15.3 The Representer has serious concerns on the potential damage and future conditions of the OVTs. According to the Register of Old and Valuable Trees, OVT No. HKP-WCH/1, located abutting Leighton Road and in the "C(2)" zone, has a Crown Spread of 50m, while OVT No. EMSD WCH/1, located within the Subject Site and in the "G/IC(2)" zone, has a Crown Spread of 34m. The planned Building Gaps are vastly insufficient in providing adequate and ample room for future growth, let alone maintaining the current healthy condition of the tree(s). Furthermore, the Planned Development of such high-intensity will surely restrict any sunlight from penetrating to the OVTs, likely resulting in their deaths.

15.4 The Important Tree (T82) would most likely by affected by the planned access road and may be felled, along with approx. 59 trees which will likely be felled due to demolition works or due to being in conflict with the Planned Development and junction improvement works.

16. Considerable Public Objections To The Planned Development

16.1 WCDC was consulted three times regarding the Planned Development on the Subject Site; on 08 May 2018 and 08 January 2019 prior to MPC's Agreement being sought on the Proposed Amendments to the Approved OZP; and on 04 July 2019 during the Public Inspection period of the Draft OZP, in which a majority of the Members opposed the Amendments. On 9 April 2019, the Development, Planning and Transport Committee ("**DPTC**") of WCDC passed a motion demanding abandonment of the subject proposed Amendment item until further consultation with WCDC (together with all technical assessment reports) and the Public was conducted. On 04 July 2019, the WCDC passed a motion voicing WCDC's strong objection to the Government's current Plans for Commercial Use at the Subject Site and associated Traffic Improvement measures. They opined that there is strong contention against the traffic measures, environment and visual impacts, and the parameters of the Planned Development, which would result in serious impacts on the lives of Local Residents. WCDC strongly requested Government to include elements of community facilities, civic centre and Public Open Spaces, and to develop a new and more suitable Planned Development for WCDC's consideration and approval prior to submission to PlanD and TPB.

16.2 At the WCDC Meeting on 04 July 2019, a majority of the WCDC Members were disappointed and aggravated that PlanD had not taken their comments and objections seriously during the previous two consultation meetings. WCDC Members gravely objected to the Amendments on numerous grounds, including opposing Commercial Development at the Subject Site, adverse traffic impacts on the surroundings, neglecting Public views, and on the provision of the suggested Commercial facilities. Some Members considered that Commercial Development should not be provided on the Subject Site and some Members considered that more G/IC facilities, e.g. civic centre and "Residential Care Home for the Elderly ("**RCHE**") should be provided.

16.3 The TPB is urged to give due weight to the concerns of locally affected Stakeholders including the Representer, and to the views of WCDC Members.

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REPRESENTER'S OWN INTEREST ALSO PREJUDICED

17. The Representer's Site is located southwest to the Subject Site on the opposite side of Caroline Hill Road. The Representer's Site is located within a "Residential (Group B)" ("**R(B)**") zone on the Draft OZP, subject to a BHR of 100mPD. Similar to other Residential Developments abutting Caroline Hill Road, the Representer's Permitted Residential Development is subject to the same potential visual, air ventilation, environmental and traffic considerations as is any development under the Amendments.

18. The Representer recognises that Hong Kong faces a pressing land shortage problem, affecting not only our economic prospects and Hong Kong's role as Asia's World City, but also importantly the liveability of the City for its Residents. In this regard, the Representer acknowledges that in order to ensure the sustainable development of Hong Kong, there is a need to make better use of existing land resources. The Subject Site has been underutilized and consideration should be given to an optimum land use mix. While the Representer is not against development on the Subject Site, a development that is appropriate in terms of land use compatibility, urban design, environmental considerations, infrastructural capacity, and public aspirations should be considered. Being a former G/IC zone, the need for Community provisions now or as a G/IC reserve in the future are also a major considerations that should not be overlooked under the Amendments.

19. Like other Local Residents of this Neighbourhood, the Representer has serious concerns on the adverse and detrimental impacts to the Area of development under the Amendments, specifically, overcrowding in the area, visual, air ventilation, environmental and traffic impacts along Caroline Hill Road. The high-intensity of the Planned Development being of much larger scale and building grain than the surroundings, will result in an overpowering and incompatible development. Such large bulk will create a large wall effect along Caroline Hill Road. Together with the natural topography of Caroline Hill, the Representer's Site will be the victim of a major canyon effect. The Representer is extremely concerned on the dwarfing and overshadowing by the Planned Development on the surrounding Neighbourhood. Blockage of sunlight and air ventilation will be to the detriment of Local Residents. Improvements to the pedestrian level along Caroline Hill Road must be considered including substantial setbacks to facilitate visual, air ventilation and pedestrian permeability.

20. With Government paying lip service to Community provisions on this occasion, the Representer is of the view that Government is being opportunistic in a land grab for money making CBD type development in an otherwise peaceful Residential / G/IC Neighbourhood, which deserves more/better consideration.

PROPOSED REMEDY OF THE REPRESENTER BOTH IN SOCIETY'S INTEREST AND TO MITIGATE THE ADVERSE IMPACT ON THE REPRESENTER'S SITE

21. In light of the above, the Proposed Remedy to this Objection is to rezone the Subject Site solely for "G/IC" Use at a lower development intensity that respects the surrounding neighbourhood character. As indicated in Para. 18 above, the Representer recognizes that there is a need to make better use of existing land resources, and as such, the Representer is not against development on the Subject Site. However, any development must be appropriate in terms of land use compatibility,

urban design, environmental considerations, landscape value, infrastructural capacity, and Public aspirations.

22. A Land Use Planning, Design and Technical Feasibility Study, with thorough Public Engagement, should be conducted. The Representer opines that Government should thoroughly and comprehensively assess and propose a zoning amendment that would allow development with societal benefit and more positive impacts in planning, urban design and environmental terms and without massive adverse traffic impact which seems to have been "swept under the carpet". Key considerations should include, but not be limited to:

- Whether the proposed GFA allocation amongst various uses is justified with proper consideration given to Societal Needs.
- How the future development could be suitably integrated within the established Caroline Hill Neighbourhood.
- Development Intensity and Building Height that is more in line with existing surrounding uses.
- Whether the proposed uses are compatible with the existing uses within the Neighbourhood.
- How to ensure that visual corridors and enhanced building gaps and air paths for air ventilation and light penetration are incorporated within the future development.
- Whether the traffic generation of the future development is within the carrying capacity of the surrounding road network.
- Whether the planning controls can indeed preserve the OVTs as per the objective.
- A more comprehensive layout with consideration of and integration with surrounding sites. The GFA allocation and careful design and disposition of building blocks can create better connectivity and more Open Space for the Community.
- How to ensure that the pedestrian environment is enhanced and is convenient to pedestrians.

23. However, should Government / TPB consider that expansion of the Causeway Bay CBD is an absolute NECESSITY (albeit this Representation has outlined the negatives of such a Planning Intention), then "***call a Spade a Spade***". Government's arrogance and mis-portrayal of its true intentions by dressing up the matter as if trying to outsmart the Public by ignoring local concerns is unacceptable. PlanD should conduct a wider, longer and more in depth Consultancy Study on the Feasibility of the Expansion of Causeway Bay CBD into Caroline Hill that can properly determine the feasibility of commercial development at the Subject Site in consideration of other alternatives and demonstrate why the preferred option is desirable in Planning terms. Proper and wider Public Engagement should be part of this process.

24. The Representer opines that there is a need to maintain the Site for Community Facilities serving the Neighbourhood. This Representer does not object to the fact there is a need for Judiciary Facilities in Hong Kong, and accepts that such Facilities are not an incompatible use with the surrounding context. However, it should be further substantiated in terms of the scale of development required for the judiciary against the carrying capacity of the Subject Site in the context of its surrounding neighbourhood.

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25. In arriving at the development intensity, Government / TPB should refer to the existing Building Heights and development intensity on the Site and the long-established function of the Site as a breathing space or "Green Lung" next to the highly developed Causeway Bay CBD area. This is the normal practice of the TPB in considering rezoning any G/IC site, i.e. to consider the "Green Lung" function of a G/IC site.

26. Furthermore, substantial setbacks along both sides of the Subject Site abutting Caroline Hill Road should be provided to facilitate visual, air ventilation and pedestrian permeability. This requirement should be included into the Statutory Notes of the OZP to ensure compliance during the Detailed Design Stage.

27. Should the Proposed Remedy be agreed to by the TPB, this Representation will be withdrawn.

The Representer strongly urges Government to take this opportunity to reflect on the current social climate. The repeated failure of Government in conducting adequate Public Consultation has cause major societal turmoil, as demonstrated in the recent handling of the *Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill* ("Extradition Bill"). This trend and attitude must end to safeguard the livelihood of Hong Kong's Residents. Government must listen to Public views to avoid a microcosm of social unrest in the Wan Chai District and Caroline Hill Residential area. The Representer sincerely trusts that this Representation to the TPB will caution Government to stop ignoring Public concern or it is likely that Government will face a Public backlash from this Neighbourhood. If this Representation is not upheld, the matter will be brought to media attention for further investigation into Government's inappropriate real intentions for this Site.

The Representer thanks you for your attention and trusts that the TPB will fully consider all matters raised with a view to adopting the Proposed Remedy of the Representer in the context of the negative implications for their Site, but also importantly in the **Societal Interest**. Should you have any queries, please do not hesitate to contact the undersigned, Ms. Cindy Tsang, or Mr. Vincent Lau.

Yours faithfully
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

K. R. Seddon
Chief Executive Officer

KRS/CT/VIN/yv

cc Client
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File Ref:	CHRWHK/3
Date:	24 July 2019

tpbpd

寄件者: [redacted] TPB/R/S/H7/20-34

寄件日期: 24日07月2019年星期三 2:48

收件者: tpbpd

主旨: WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

AMENDMENTS TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

Dear TPB Members,

I strongly object to the following: Amendments to Matters shown on the Plan

Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" ("C (2)") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.

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

Item A is the transfer of land designated for community and recreational use to a private developer

Item B represents an unacceptable change to the height of GIC site that will greatly impact the surrounding district and remove a critical low rise breathing space in a very congested district.

Open space

3.5 The future developer is required to provide **6,000m2 public open space** in the commercial site to address the shortfall in local open space and serve the immediate local community. The locations of the open space indicated in the conceptual plan are only one of the possible designs. The future developer is only encouraged to provide open space fronting Leighton Road and Caroline Hill Road, while the locations of open space and recreation areas in the vicinity of the CHR Site are shown on Plan FC-2. If an open space is to be provided in south-eastern part of the commercial site, **its connection with the remaining portion of the site would be through underground link**, at grade crossing or elevated link to ensure its accessibility (Plan FC-3).

CHEATING COMMUNITY AGAIN WITH ANOTHER TIMES SQUARE. IT IS OBVIOUS THAT THE OS SURROUNDING THE COMMERCIAL TOWER WOULD BE NOTHING MORE THAN CIRCULATION AREA. THE IMAGES UNDERLINE THAT IT WILL BE THE USUAL LANDSCAPE OF PAVING WITH SOME SHRUBS AT THE PERIPHERY.

THE OS BESIDE THE COURTS APPEARS TO BE NOTHING MORE THAN A LANDSCAPE ROOF TOP INSTEAD OF A GENUINE PARK AREA.

THERE IS NO CONNECTIVITY BETWEEN THE TWO OS AREAS AS THEY ARE DIVIDED BY A ROAD.

PRIVATE MANAGEMENT OF PUBLIC FACILITIES IS NOT WELCOMED BY THE COMMUNITY AND TIME AND AGAIN HAS CREATED MANY ISSUES. MOREOVER FOR THE OS BESIDE THE PROPOSED COURT BUILDING THERE IS NO JUSTIFICATION THAT IT BE MANAGED BY THE DEVELOPER.

Provision of GIC facilities

4.3.7 Based on a planned population of about 185,000 persons, there is no shortfall of major GIC facilities in Wan Chai area. As indicated in paragraph 2.1(b) above, some public facilities are proposed to be provided in the commercial site. Among the premises-based facilities, the **DHC is a new facility announced in the Chief Executive's Policy Address 2017** which would be set up in each district. For CCC, there is no population-based standard in the Hong Kong Planning Standards and Guidelines (HKPSG) and the provision of which is based on the estimated demand, socio-economic factors, district characteristics and the provision of other child care support services for the area.

REALLY, WHAT ABOUT THE REINTRODUCED ELDERLY CARE AND SOON TO BE INTRODUCED CHILD CARE FACILITIES?

4 3.8 For the Residential Care Home for the Elderly (RCHE) and civic centre as suggested by the Wan Chai District Council (WCDC), **there is a provision of 572 RHCE places in Wan Chai District representing a deficit of 686 places.** However, as advised by the Social Welfare Department, if both subvented and self-financing RCHE are included, the total number of RCHE within the district is 770. Multi-pronged approaches would be adopted to increase the residential care places for the elderly. For the CHR site, given its location and the demand for health and child care services in the Wan Chai District, priority has been given to the DHC and CCC. According to the Leisure and Cultural Services Department, civic centre was planned on a district-wide basis and the current provision of which on Hong Kong Island was considered sufficient. Public facilities will be provided within the commercial development, including District Health Centre (DHC), Child Care Centre (CCC), public open space, public transport facility for minibuses and public car parking spaces.

PLAYING WITH DATA – THERE IS STILL A SHORTFALL OF 500 RCHE AND COMMUNITY FACILITIES WILL BE SHUNTED TO OUT OF THE WAY LOCATIONS AS THE DEVELOPERS WILL NOT WANT THEM. THESE LARGE COMMERCIAL CENTRES ARE NOT APPROPRIATE LOCATIONS FOR FACILITIES SUCH AS CHILD AND ELDERLY CARE. THE OS SURROUNDING THE COMMERCIAL TOWER WOULD PROVIDE NO RECREATIONAL FACILITIES TO SUPPORT THE RECREATIONAL NEEDS OF ELDERLY OR CHILDREN.

LANDS TRIBUNAL SHOULD BE LOCATED IN OR CLOSE TO NEW TERITORIES AS MOST OF THE ISSUES GOING FORWARD WILL BE RELATED TO DEVELOPMENT THERE. IT IS HIGH TIME THAT FACILITIES AND SERVICES BE DISTRIBUTED TERRITORY WIDE TO ENSURE A MORE EQUITABLE SOCIETY AND TO UPGRADE EMPLOYMENT OPPORTUNITIES IN NEW TOWNS.

Traffic

5.3 According to the conceptual scheme, the commercial development will have a total GFA of 100,000m2 which is equivalent to a plot ratio (PR) of about 11 based on a development site area of about 8,953m2 and the proposed BH is 135mPD. The PR is lower than the general development intensity of high-rise commercial buildings under the Building (Planning) Regulations (B(P)R) (i.e. a PR of 15) **in view of the limited traffic capacity of the local area.** As reflected in the Traffic Review, retail uses would generally generate comparatively more traffic than other commercial uses like office and hotel. To minimise the traffic impact of the future commercial development, it is also intended to restrict the maximum retail GFA of the commercial development to 10,000m2 (i.e. about 10% of the total GFA)

IN OTHER WORDS THERE IS NO SPARE CAPACITY AS THE DC HAS POINTED OUT

Environmental Impacts

6.8 The proposed commercial development and DC will provide central air-conditioning systems and **non-openable windows**. The proposed developments will not be subject to adverse environmental impacts. As advised by the Director of Environmental Protection (DEP), the proposed developments **will not have insurmountable environmental impacts.**

IN OTHER WORDS THERE ARE CONSIDERABLE ISSUES. HAVE WE FORGOTTEN SARS AND THE NEED FOR PROPER VENTILATION AND CIRCULATION OF AIR?
HOW CAN ELDERLY AND CHILD CARE FACILITIES BE PROVIDED IN BUILDINGS WITH NON-OPENABLE WINDOWS? IF THERE IS A FIRE HOW CAN THEY BE QUICKLY EVACUATED?

6.20 According to the Architectural Services Department (ArchSD), about 33 trees are proposed to be felled (including 6 dead trees) due to the demolition works. These trees are of low amenity value and are **either wall trees growing on those existing buildings** to be demolished or located in close proximity to the buildings identified to be demolished. In addition, it is estimated that another 32 trees **may be in conflict** with the proposed development and junction improvement works and are recommended to be felled/transplanted if possible

HONG KONG PEOPLE LOVE WALL TREES AND EVERY EFFORT SHOULD BE MADE TO RETAIN THE EVER DECREASING STOCK. MAY BE IN CONFLICT = WILL BE CHOPPED DOWN. SO THE OVERALL TREE AND GREEN COVERAGE OF THE DISTRICT WILL BE SUBSTANTIALLY REDUCED.

Visual Impact and Ventilation

Clearly the developments will have a major negative impact from all angles and completely obstruct existing views of the sky and green background. The darkening impact on local streets like Sharp and Sunning are obvious even from the images.
Of course the AVA always finds that the development is acceptable but the public is not fooled. The significant wall effect will certainly greatly impact ventilation.

THIS IS CONTRARY TO THE GUIDELINES FOR GIC

2.5 The scale and design of the proposed development should have regard to the character and massing of the buildings in the surrounding areas **and should not cause significant adverse visual impact on the townscape of the area**. Where one of the planning intentions of the existing/designated GIC development on the site is to **serve as a "breathing space" or visual break within a high-rise and high-density environment**, the proposed development should be designed in such a way that this planning intention would not be undermined.

2.8 The proposed development **should be sustainable in terms of the overall planned provision of open space and GIC facilities in the area**

2.9 The proposed development **should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road**; otherwise adequate environmental mitigation, monitoring and audit measures must be provided.

2.10 For "G/IC" sites covered by mature trees and vegetation or located in areas of high landscape or amenity value, the design and layout of the proposed development should be compatible and should blend in well with the surrounding areas. **The proposed development should not involve extensive clearance of existing natural vegetation, adversely affect the**

existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas.

Members are required to follow these own guidelines.

Millions of people have been demonstrated recently that they can no longer accept the manner in which government policies are being manipulated in order to deprive the community of its right to community and recreational facilities. The administration proposes to spend $20 billion on acquiring sites in private and commercial developments to address the shortfall in essential community services but continues to rezone sites like these that are appropriately zoned.

Not only would community facilities in commercial buildings be of poor quality and restrictive in nature, the selling off of GIC sites for land revenue that goes towards white elephant projects while funds that should be spent on the community are used to buy back units at inflated prices can no longer be tolerated.

Site A rezoning must be rejected and the height of Site B reduced to regular GIC dimensions.

Mary Mulvihill

Some of the refs may not be correct as the file was updated on 23 July and created additional stress on members of the public who had no time to read through 350+ pages again

tpbpd

寄件者: [redacted]

寄件日期: 24日07月2019年星期三 15:47

收件者: tpbpd@pland.gov.hk

副本: [redacted]

主旨: REPRESENTATIONS IN RESPECT OF THE AMENDMENTS MADE TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19

附件: REPRESENTATIONS TO APPROVED WONG NAI CHUNG OZP - LETTER - 190724 - DOCTORAL EXCHANGE.pdf; CWB - v11 - FC - 190724 - FINAL - DOCTORAL EXCHANGE.pdf

TPB/R/S/H7/20-35

42 pages

24 July 2019

Your ref:

Our ref: CHR – TPB /1/01 - 190724

Town Planning Board
By Email: tpbpd@pland.gov.hk

15/F, North Point Government Offices

333 Java Road, North Point, Hong Kong

Dear Sirs/Madams,

REPRESENTATIONS IN RESPECT OF THE AMENDMENTS MADE TO THE APPROVED WONG NAI CHUNG OUTLINE ZONING PLAN NO. S/H7/19.

We refer to the announcement of the proposed amendments to the Approved Wong Nai Chung OZP No. S/H7/19 on 24 May 2019.

The amendments mainly involve the rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" and "Government, Institution or Community" (G/IC) to "Commercial (2)" for commercial development; the rezoning of the southern part of the CHR Site from "G/IC" to "G/IC (2)" for the establishment of the District Court, as well as the revision to the building height restrictions for the respective sites. Notes and Explanatory Statement of the OZP have been included to reflect the above amendments.

We write to make representation under section 6(1) of the Town Planning Ordinance (Chapter 131) in objecting to the proposed Amendments, and henceforth submit an alternative scheme for the Board's consideration.

We uphold the following principles in the consideration of the proposed amendments:

1) We, in principle, do not object moving the District Court complex to the subject Site on condition that the planning and disposition of the buildings would not impose adverse impacts to the adjoining areas in terms of traffic, visual impact, air ventilation and environmental considerations;

2) Improvement of the vehicular and pedestrian movements within and in the vicinity of the proposed development;

3) Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District;

4) Enhancement of community connections by providing a decent civic place and more communal facilities for citizens of a wider age range;

5) Emphasizing on place making and encouraging interactions among the stakeholders;

6) Provisions of road improvement works including but not limited to road widening and junction improvements;

7) Provisions of GMB & Taxi lay-bys;

8) Enhancing the pleasure of walking within and in the vicinity of the subject Site;

9) Encouraging the multi-use of one amalgamated site by implementing innovative land administration mechanism and

10) Delivering a development scheme which is technically feasible and financially viable to prospective developers

We recommend that:

11) The subject Site should be redeveloped under one parcel of land instead of two segregated lots:

12) The total GFA for G/IC communal facilities (non-Court functions) to be increased to 8000 sqm;

13) The total GFA for the Commercial portion (including Retail, Office and hotel) to be reduced by 30 -50% so as to avoid overburdening the adjoining road networks;

14) The total GFA of the District Court complex to remain as 70000 sqm;

15) The total area of the open space to be increased to 12000 sqm; and

16) The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.

Details of reasons for our representation and the alternative proposal are included in attached Submission Document.

Based on the above reasons, we oppose the subject Amendments and counter propose an alternative scheme for the Board's consideration.

Yours faithfully,

Dr. Francis Neoton CHEUNG

Convenor,
DOCTORAL EXCHANGE

[redacted]

Important Note :-

The information in this email is confidential and may be legally privileged. If you are not the intended recipient, you must not read, use or disseminate the information; please advise the sender immediately by reply email and delete this message and any attachments without retaining a copy.

24 July 2019

Your ref:
Our ref: CHR – TPB /1/01 - 190724

Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

By Email: tpbpd@pland.gov.hk

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8) Enhancing the pleasure of walking within and in the vicinity of the subject Site;
9) Encouraging the multi-use of one amalgamated site by implementing innovative land administration mechanism; and
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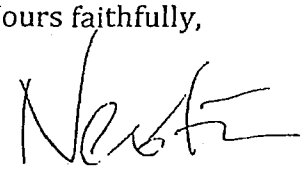
We recommend that:

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Yours faithfully,



Dr. Francis Neoton CHEUNG
Convenor,
DOCTORAL EXCHANGE

[redacted]

Doctoral Exchange is a local think tank founded in 2010 committed to conducting research in identifying pragmatic and constructive alternatives and outside-the-box solutions for complex issues of concern to the community, with a special focus in the areas of urban design, planning and development.

Submission of Representations to the Town Planning Board

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



CAROLINE HILL ROAD DEVELOPMENT

Alternative Proposal by Doctoral Exchange

24 July 2019

博匯 DOCTORAL EXCHANGE

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Covering Letter

24 July 2019

Your ref:
Our ref: CHR – TPB /1/01 - 190724

Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

By Fax: 28770245 & By Hand

Dear Sirs/Madams,

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Details of reasons for our representation and the alternative proposal are included in attached Submission Document.

Based on the above reasons, we oppose the subject Amendments and counter propose an alternative scheme for the Board's consideration.

Yours faithfully,

Dr. Francis Neoton CHEUNG
Convenor,
DOCTORAL EXCHANGE

Neodimensions Suite, 28/F, AIA CENTRAL,
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Doctoral Exchange is a local think tank founded in 2010 committed to conducting research in identifying pragmatic and constructive alternatives and outside-the-box solutions for complex issues of concern to the community, with a special focus in the areas of urban design, planning and development.

Form No. S6

Form No. S6
表格第 S6 號

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

根據《城市規劃條例》(第131章)
第6(1)條就草圖作出申述

Form No. S6

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

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

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

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

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

Full Name 姓名 / 名稱 (~~Mr./Ms./Company~~/Organisation* ~~先生/女士/公司~~/機構*)

DOCTORAL EXCHANGE 博匯智庫

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (Mr./ ~~Ms./Company/Organisation~~* 先生/~~女士/公司/機構~~*)

FRANCIS NEOTON CHEUNG
張量童博士

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	The draft WONG NAI CHUNG OZP NO. S/H7/20

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

Form No. S6 表格第 S6 號

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
Rezoning of the subject site to "Commercial (2)" and "G/IC(2)"	☐ support 支持 ☑ oppose 反對	The site should be rezoned to "Other Specified Uses" annotated "G/IC and Commercial" The site should not be broken down to two separate sites.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

Any proposed amendments to the draft plan? If yes, please specify the details.
對草圖是否有任何擬議修訂? 如有的話，請註明詳情。
The entire site should be rezoned to "Other Specified Uses" annotated "G/IC and Commercial".

Alternative proposal submitted herewith.

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」
☑ at the appropriate box 請在適當的方格內加上 ☑ 號

Form No. S6

(This part will not be made available for public inspection)
(這部份不會公開予公眾查閱)

Particulars of "Representer" and Authorised Agent
「申述人」及獲授權代理人的詳細資料

Important Notice 重要告示

1. 申述人須填上香港身份證／護照所載的全名
2. 申述人亦須提供香港身份證／護照號碼的首四個字母數字字符(例子: C668/CC66)
3. 獲授權代理人(如適用)的代表亦須提供香港身份證／護照所載的全名及號碼的首四個字母數字字符(例子: C668/CC66)
4. 如申述由獲授權代理人提交，代理人須提交申述人簽署的委任文書正本
5. 申述人或其獲授權代理人請提供郵寄地址或電郵地址以便書信通訊
6. 申述人須詳閱關於「根據《城市規劃條例》提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會(下稱「委員會」)規劃指引編號 29B

申述若沒有提供上述第 1 至 3 項的資料，則**該申述會視為不曾作出**。若沒有提供上述第 4 項的資料，則該申述將視為並沒有委任獲授權代理人。沒有提供上述第 5 項資料*(註: 不完整或無法辨識的通訊地址亦視作沒有提供)* 的申述人將視作無意收到往後相關函件及出席聆聽會議。委員會秘書處保留權利要求申述人提供身份證明以作核實。若有需要，申述人可透過委員會網站取得聆聽會議安排、相關文件等資料，並聯絡委員會秘書處，以安排出席聆聽會議。

1. Representer must provide the full name shown on Hong Kong Identity (HKID) Card/Passport
2. Representer must provide the first four alphanumeric characters of HKID Card/Passport number (e.g. C668/CC66)
3. The representative of the authorised agent (if applicable) must also provide his/her full name shown on HKID Card/Passport and the first four alphanumeric characters of his/her HKID Card/Passport number (e.g. C668/CC66)
4. For submission made by authorised agent on the representer's behalf, the original signed authorisation letter should be provided
5. Representer or his/her authorised agent is requested to provide postal address or email address to facilitate communication in writing
6. Representer is advised to read the Town Planning Board (the Board) Guidelines No. 29B on "Submission and Publication of Representations, Comments on Representations and Further Representations under the Town Planning Ordinance" (TPB PG-No. 29B).

If representer fails to provide the information of items 1 to 3 above, the representation submitted **shall be treated as not having been made**. Failure to provide the document of item 4 above shall be taken as that no authorisation agent is appointed for the representation. Failure to provide information of item 5 above (note: incomplete or illegible correspondence may also be treated as not having been provided) will be taken to indicate that the representer is not willing to receive further correspondences and attend the hearing. The Secretariat of the Board reserves the right to require the representer to provide identity proof for verification. If needed, the representer may check the information regarding the hearing arrangement, relevant papers, etc. on the Board's website, and contact the Secretariat of the Board to make arrangement for their attendance at the hearing.

1. Representer 「申述人」

Full Name of Representer's Representative (Only applicable to organisation/~~group~~ as a representer) 申述人代表全名(只適用於申述人為機構組織) Mr. CHEUNG NEOTON FRANCIS (Note: full name shown on HKID Card/Passport must be provided) (注意:須填上香港身份證／護照所載的全名)	
Representer's First 4 Alphanumeric Characters of HKID Card/Passport (e.g. C668/CC66)# 申述人的香港身份證／護照首 4 位字母數字字符(例子: C668/CC66)#	E 6 1 5
Postal Address 通訊地址@ NEODIMENSIONS SUITE, 28/F, AIA CENTRAL, NO.1 CONNAUGH ROAD, CENTRAL, HONG KONG.	
E-mail Address 電郵地址@ 1@neodimensions.net	
Tel. No. 電話號碼 (Optional 可選擇提供) 68866266	

Necessary information. If representer is an organisation/group, must provide the information of the representative
必須資料。如果申述人為機構組織，須提供其代表的資料
@ Please refer to point no. 5 of Important Notice
請查閱重要告示的第 5 點

Form No. S6 表格第 S6 號

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

Full Name of Representative 代表全名 (Only applicable to organisation/group as the authorised agent 只適用於獲授權代理人為機構組織) (Mr./ Ms. * 先生/女士*) (Note: full name shown on HKID Card/Passport must be provided) (注意:須填上香港身份證／護照所載的全名)	
First 4 Alphanumeric Characters of HKID Card/Passport (e.g. C668/CC66)# 香港身份證／護照首 4 位字母數字字符(例子: C668/CC66)#	
Postal Address 通訊地址@	
E-mail Address 電郵地址@	
Tel. No. 電話號碼 (Optional 可選擇提供)	

* Delete as appropriate 請刪去不適用者
# If the authorised agent is an organisation/group, must provide information of the representative
如果代理人為機構組織，須提供其代表的資料
@ Please refer to point no. 5 of Important Notice
請查閱重要告示的第 5 點

Statement on Personal Data 個人資料的聲明

1. In accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines, the personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the verification of identity of the "representer" and the authorised agent;
   (b) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and
   (c) facilitating communication between the "representer" and the Secretary of the Board/Government departments

   城市規劃委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) 核實「申述人」及獲授權代理人的身份；
   (b) 處理這宗申述，包括在公布這宗申述供公眾查閱時，公布「申述人」的姓名供公眾查閱；以及
   (c) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" and the authorised agent in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
   「申述人」及獲授權代理人就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. The "representer" and the authorised agent have a right of access and correction with respect to their personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
   根據《個人資料(私隱)條例》(第 486 章)的規定，「申述人」及獲授權代理人有權查閱及更正其個人資料。如欲查閱及更正其個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Background

- In the Chief Executive's first Policy Address 2017, Carrie Lam announced the plan of the construction of a District Court Complex at Caroline Hill Road to house the District Court, the Family Court and the Lands Tribunal ("The District Court Complex").

- Amendments to the Approved Wang Nai Chung Outline Zoning Plan No.S/H7/19 is therefore required to enable the intended development.

- The Planning Department, together with concerned Government departments, had consulted the Wai Chai District Council (WCDC) on 8 May 2018 regarding the proposed developments at the Site. Members were concerned about the site selection of the new law court and traffic impacts to the local district brought by the developments. Individual members suggested the Government to include in the development more community facilities that could benefit the entire Wan Chai district and also requested to consult WCDC again before submitting the rezoning proposal to the Town Planning Board.

- In January 2019, The Planning Department submitted the revised development proposal to the WCDC.

- The Town Planning Board has announced amendments to the approved Wong Nai Chung Outline Zoning Plan on 24 May 2019.

- The amendments mainly involve：
  - Rezoning the northern and eastern parts of the Caroline Hill Road site fronting Leighton Road from "Other Specific Uses" annotated "Sports and Recreation Club" and "Government, Institution or Community" (G/IC) to "Commercial (2)" for commercial development; and
  - Rezoning the southern part of the Caroline Hill Road site from "G/IC" to "G/IC(2)" for the establishment of the District Court and revising the Site's building height restriction.

- According to the Government Scheme, the Caroline Hill Road Site will provide a total gross floor area (GFA) of not more than 170,000 sqm, include 96,726 sqm for commercial and 3,724 sqm for G/IC use and 70,000 sqm for the new District Court Complex. And that, the 26,583-sqm site will be divided into 2 land parcels - the North-western parcel 15,963 sqm and South-eastern parcel 10,620 sqm.

Background

- At the WCDC meeting on 4 July 2019, the Council strongly objected the then development scheme proposed by the government regarding their suggestions on improving the traffic conditions of Causeway Bay (CWB) and the better planning of ex-Electrical and Mechanical Services Department Headquarters Site at Caroline Hill Road. The Council pointed out that while there had been a lot of controversies over the Government Scheme on aspects of traffic, environment, landscaping and the apparently high development densities, having doubt that the proposed development might cause adverse impacts to the adjoining road networks.

- The Council requested the government to include more communal facilities, such as civic centre and elements of urban greening, and to work out a new proposal which would better satisfying the needs and aspirations of the residents in the vicinity of the Site.

- The Council passed a motion, requiring that any new proposal would have to be submitted to the Council for discussion and approval prior to submitting the same to the Town Planning Board for consideration.

Dos and Don’ts

We uphold the following principles in the consideration of the proposed amendments:

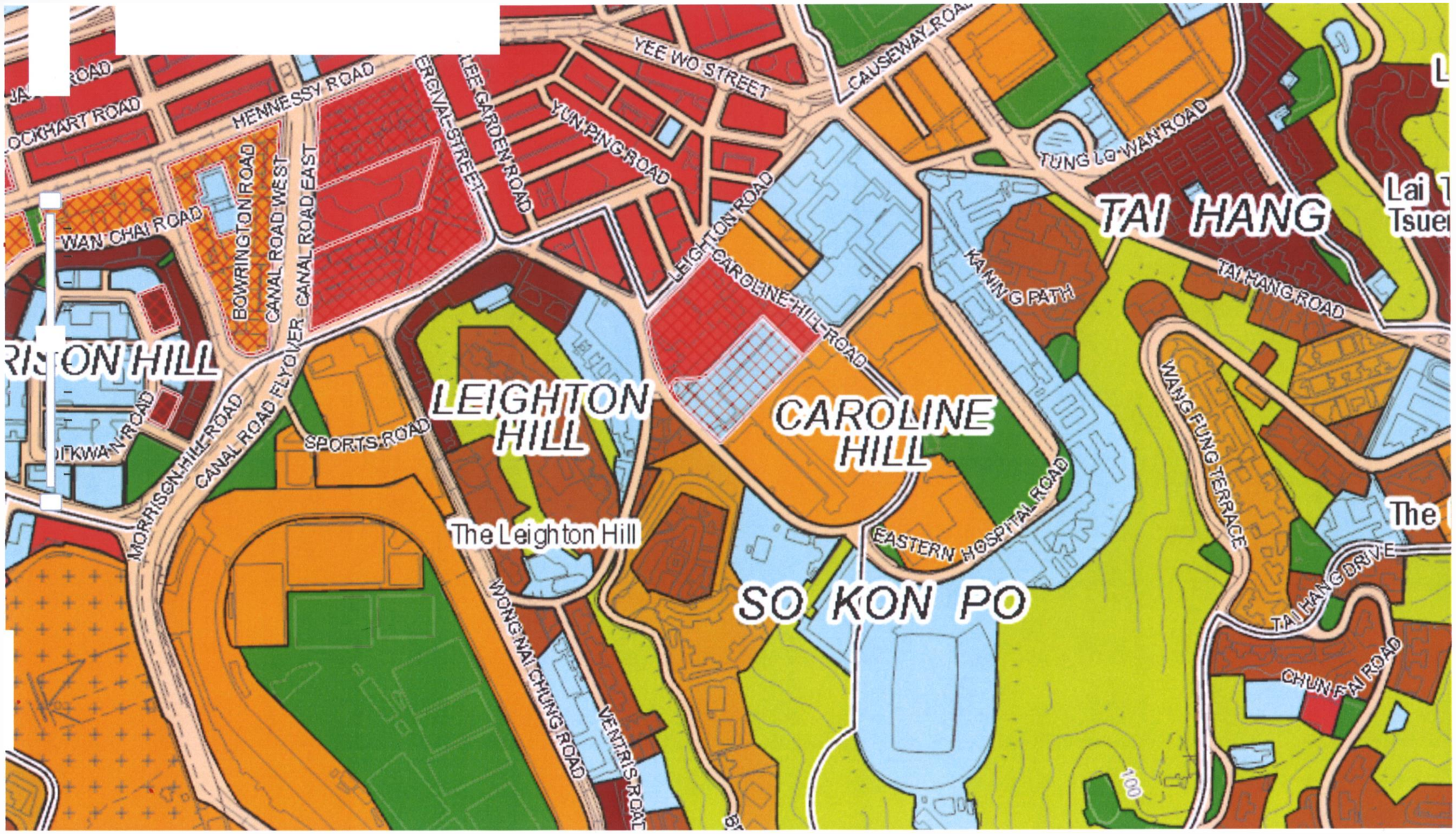
1) We, in principle, do not object moving the District Court complex to the subject Site on condition that the planning and disposition of the buildings would not impose adverse impacts to the adjoining areas in terms of traffic, visual impact, air ventilation and environmental considerations;
2) Improvement of the vehicular and pedestrian movements within and in the vicinity of the proposed development;
3) Provisions of an urban green open space and open amphitheatre for the residents in the Wanchai District;
4) Enhancement of community connections by providing a decent civic place and more communal facilities for citizens of a wider age range;
5) Emphasizing on place making and encouraging interactions among the stakeholders;
6) Provisions of road improvement works including but not limited to road widening and junction improvements;
7) Provisions of GMB & Taxi lay-bys;
8) Enhancing the pleasure of walking within and in the vicinity of the subject Site;
9) Encouraging the multi-use of one amalgamated site by implementing innovative land administration mechanism; and
10) Delivering a development scheme which is technically feasible and financially viable to prospective developers

We recommend that:

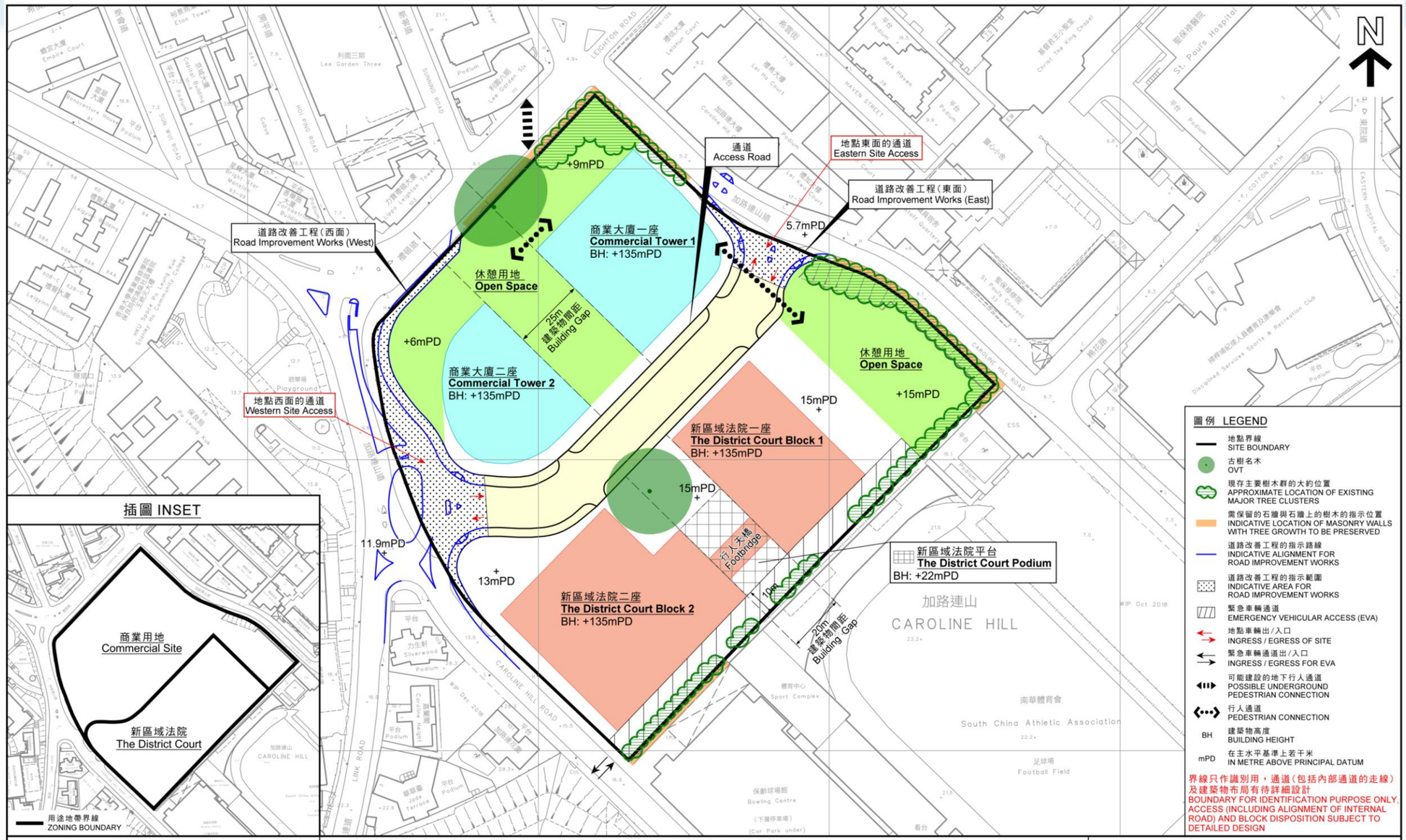
11) The subject Site should be redeveloped under one parcel of land instead of two segregated lots:
12) The total GFA for G/IC communal facilities (non-Court functions) to be increased to 8000 sqm;
13) The total GFA for the Commercial portion (including Retail, Office and hotel) to be reduced by 30 -50% so as to avoid overburdening the adjoining road networks;
14) The total GFA of the District Court complex to remain as 70000 sqm;
15) The total area of the open space to be increased to 12000 sqm; and
16) The subject Lot to be disposed as one entity in that the construction of the District Court would be entrusted to the developer who wins the bid.

The Government Scheme

Government's Proposed Amendment to Approved OZP



Government Scheme - Master Layout Plan



Government Scheme - Development Brief

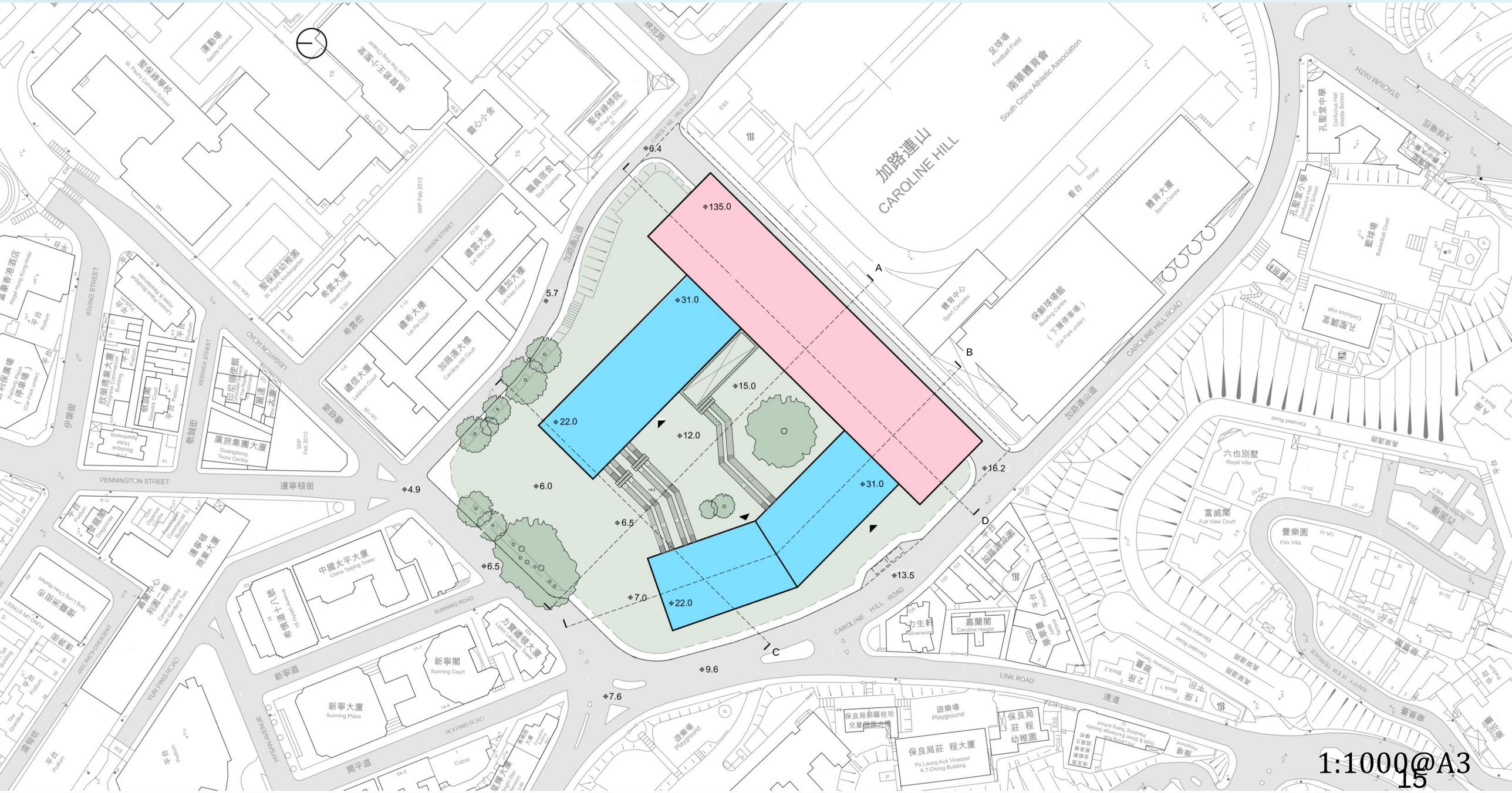

CAROLINE HILL
加路連山
CAROLINE HILL ROAD
LINK ROAD
HOI PING ROAD
SUNNING ROAD
HAVEN STREET
WIN FAI STREET
南華體育會
South China Athletic Association
Football Field
Caroline Height
Playground
Sitting Out Area
Bowling Centre
Court Complex
Public Toilet
Refuse Collection Point
Pedestrian Subway
Footbridge
Bus Stop
Taxi Stand
Pedestrian Crossing
Planting
Slope
Wall
Fence
Building
Cable Car Pylon
Cable Car Terminus
Cable Car Tower
Cable Car Passenger Boarding Platform
Cable Car Passenger Alighting Platform
Cable Car Passenger Boarding & Alighting Platform
Cable Car Passenger Boarding & Alighting Platform (Car Park under)
Cable Car Passenger Boarding & Alighting Platform (Car Park under)
Cable Car Passenger Boarding & Alighting Platform (Car Park under)

Our Scheme

Our Scheme – Artist's Impression

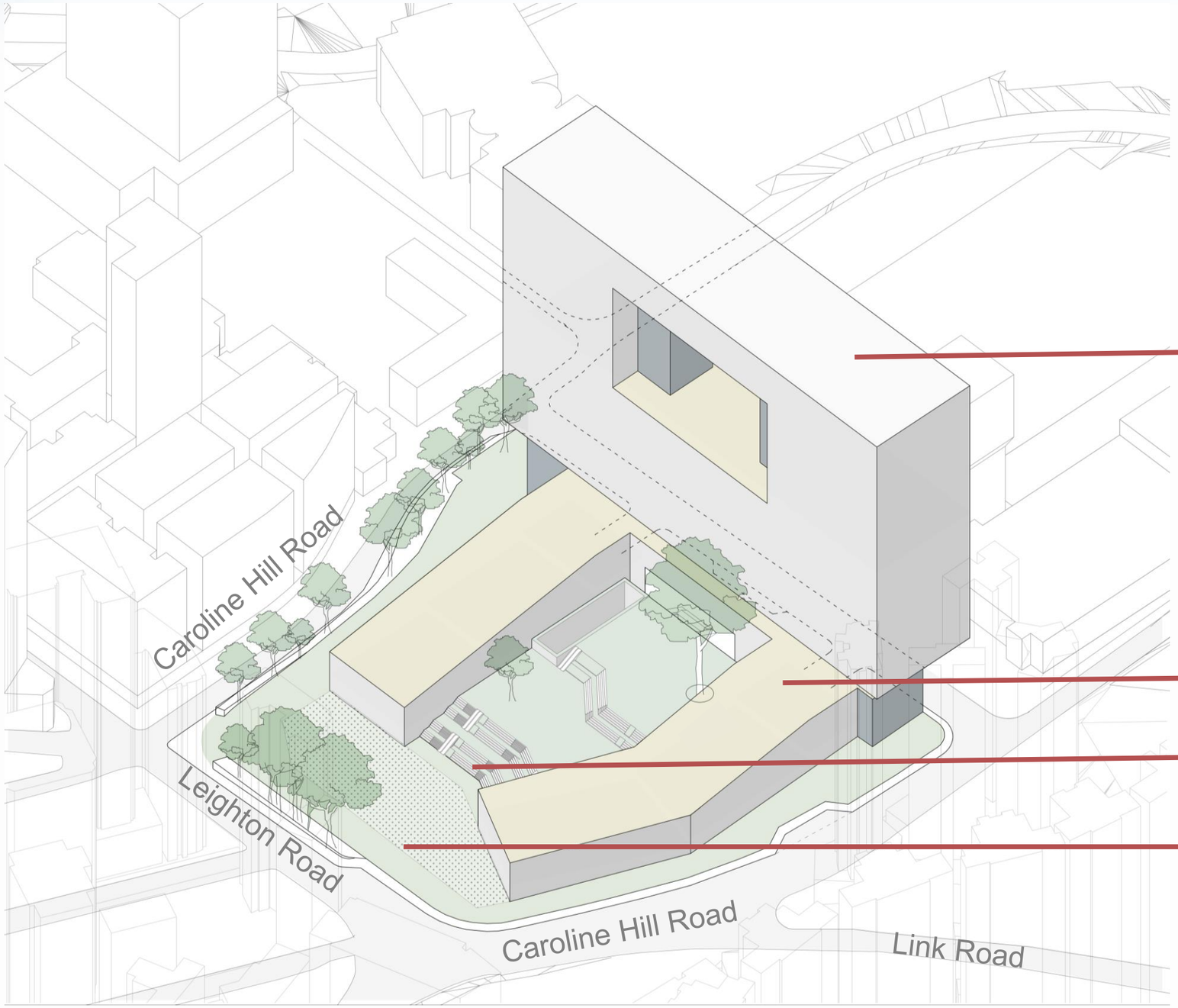


Our Scheme - Master Layout Plan



1:1000@A3

Our Scheme - Urban Form



District Court Complex

Commercial / Communal Wings

Amphitheatre

Entrance Plaza

Our Scheme - Development Considerations

Minimum Accommodation Requirements

- District Court, Family Court & Lands Tribunal	70,000 sqm
- Child Care Centre (CCC)	≥ 1,074 sqm
- District Health Centre (DHC)	≥ 2,200 sqm
- Open Space	≥ 6,000 sqm

Preservation

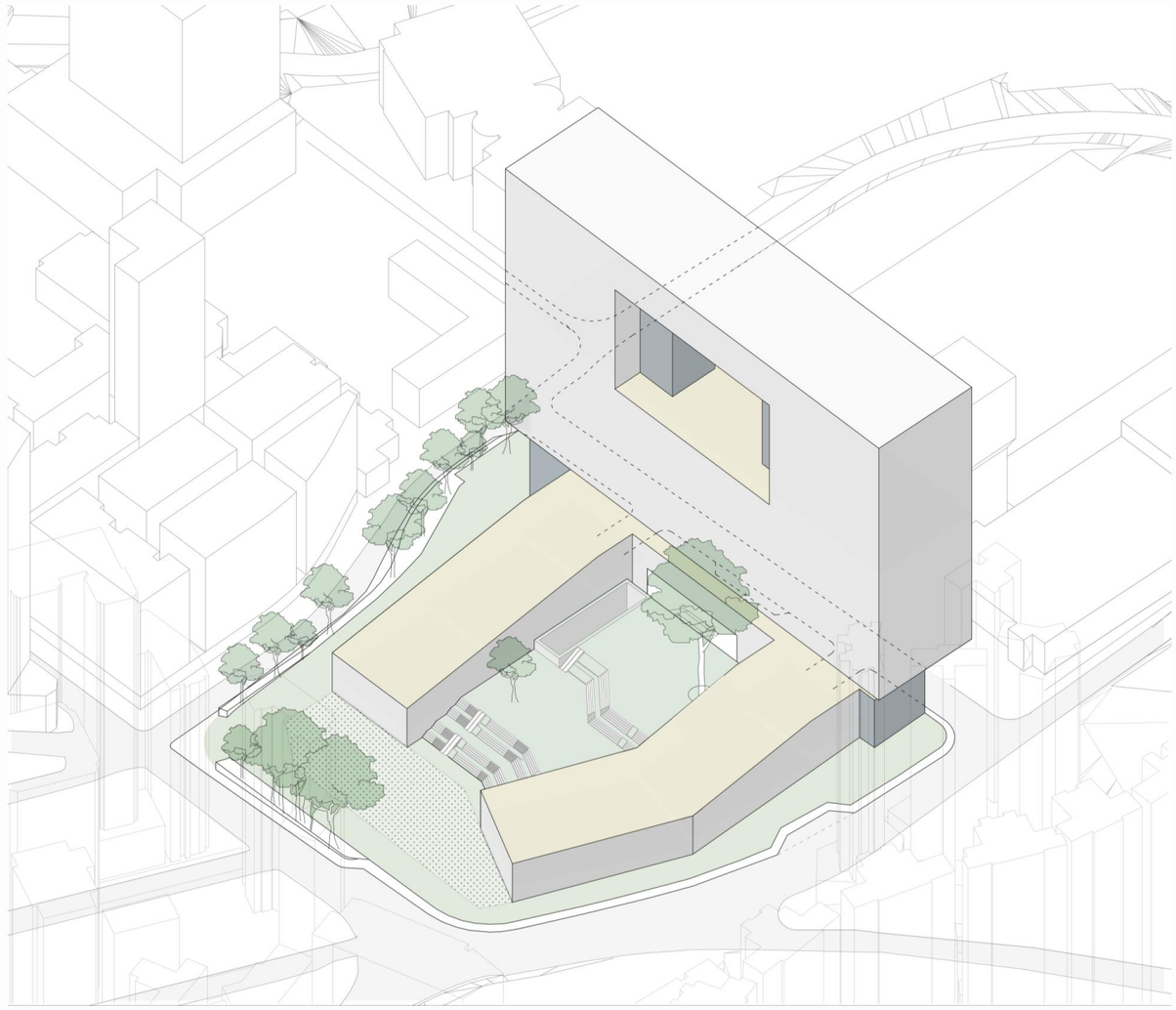
- 2 Old and Valuable Trees
- Stone wall as much as practicable

Additional Communal Facilities

- Youth Activities Centre	≥ 1726 sqm
- Elderly Activities Centre	≥ 1000 sqm
- Civic Centre	≥ 2000 sqm

Urban Design Considerations

- Visual Impact
- Districtwide Air Ventilation
- Urban Park & Landscaping
- Civic Place for Residents nearby
- Pedestrian Access & Enhancing Community Connections
- Road Widening & Improvements of Adjoining Road Network
- Provisioning GMB & Taxi lay-bys
- Pleasant Walkability
- New Mode of Land Administration
- Social Equity & Merits

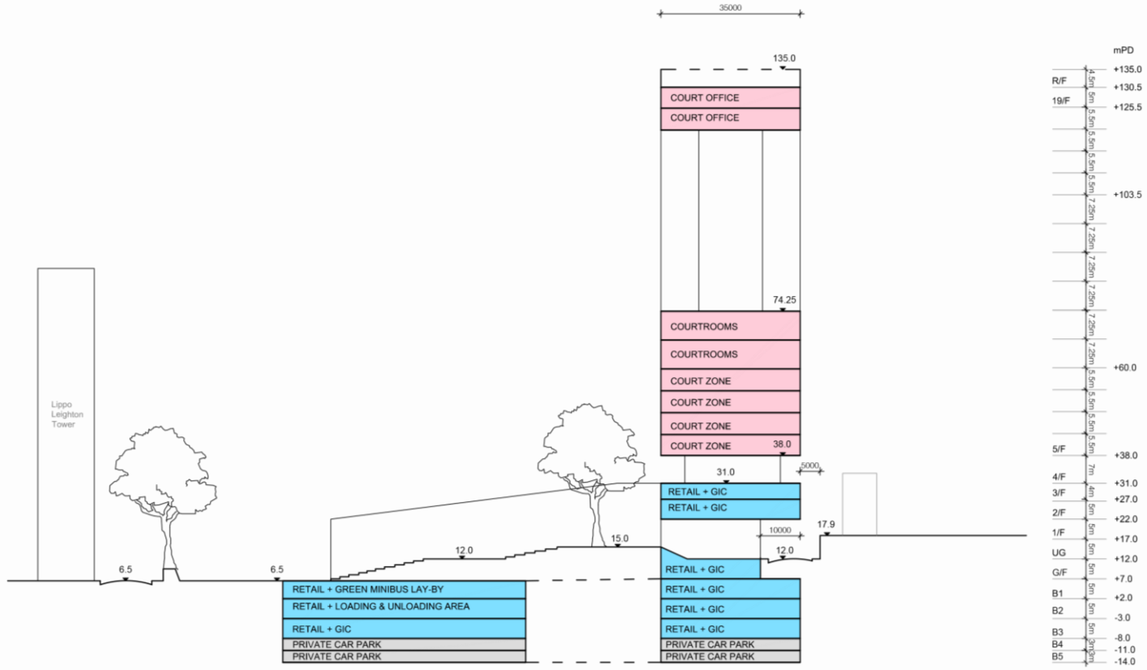


Our Scheme - Development Brief

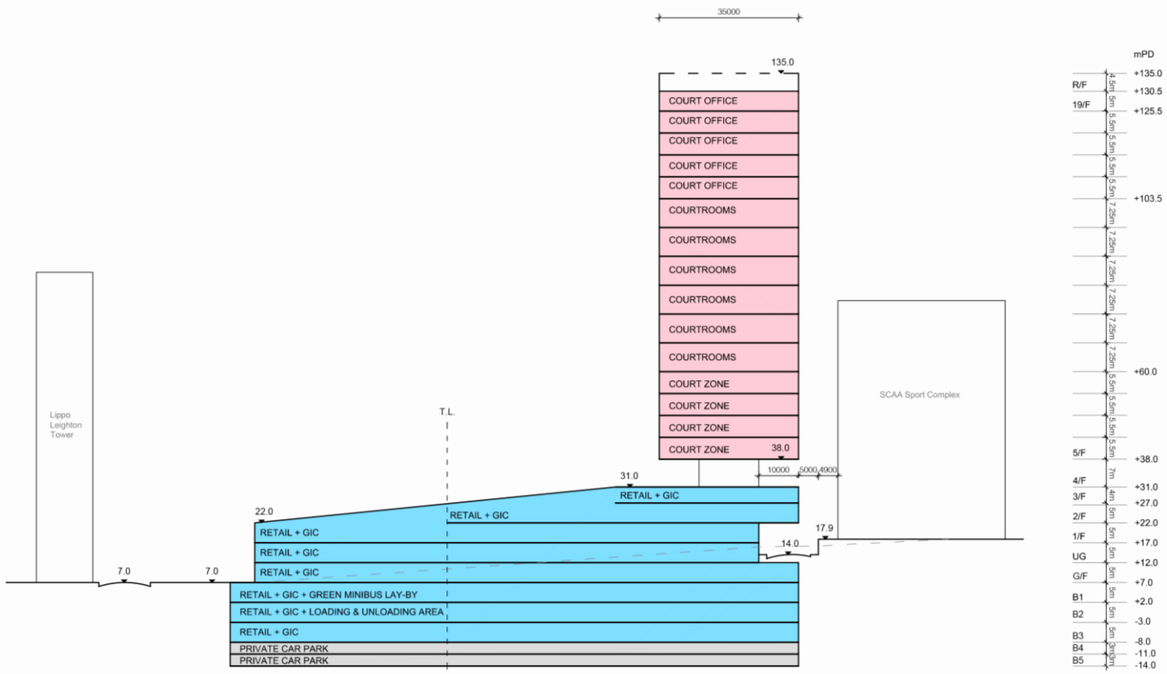
		Commercial & G/IC	District Court	Total
Zoning Area		N/A	N/A	26,583 sqm
Development Site Area		Combined		26,583 sqm
GFA	Commercial	52,000 sqm*3	0 sqm	52,000 sqm
	G/IC	8,000 sqm	70,000 sqm	78,000 sqm
	Total	60,000 sqm	70,000 sqm	130,000 sqm
Plot Ratio		About 2.257	About 2.633	About 6.455
Building Height (max)		100mPD	135mPD	N/A
No. of Stories		4-16	21	N/A
Open space (sqm)		12,000sqm		12,000sqm
Commercial Parking Spaces	Car /LGV	262	N/A	262
	Motorcycle	15	N/A	15
G/IC Parking Space	Car /LGV	30	135	165
	Motorcycle	2	5	7
Loading and Reloading	LGV	18*4	14*2	50
	HGV/Coach	10*4		
	Taxi and Car	8*4		
Public Parking		125*1	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

*1 125 including 100 for private car and 25 for commercial vehicles. The parking spaces for commercial vehicle shall include 15 for light goods vehicles, 5 for medium/heavy goods vehicle and 5 for coaches. subject to Transport Department's further consideration.
*2 For vehicles of Correctional Services Department and others.
*3 Included 20000 sqm of retail GFA and 32000 sqm of office GFA.
*4 According to HKPSG

Our Scheme - Sections

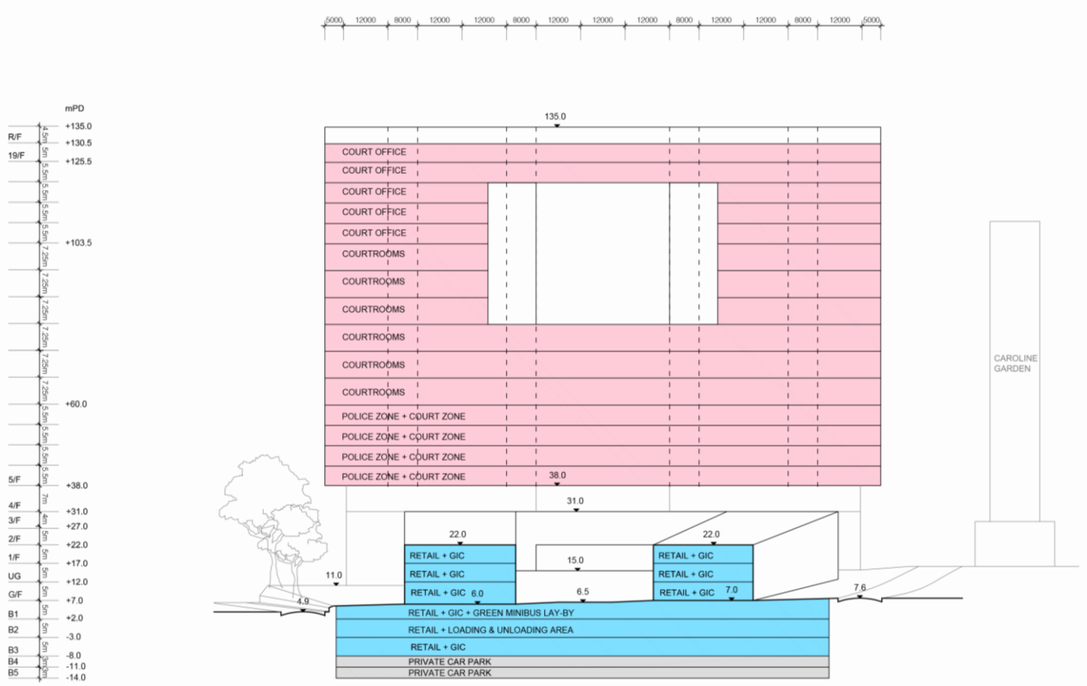


SECTION A-A

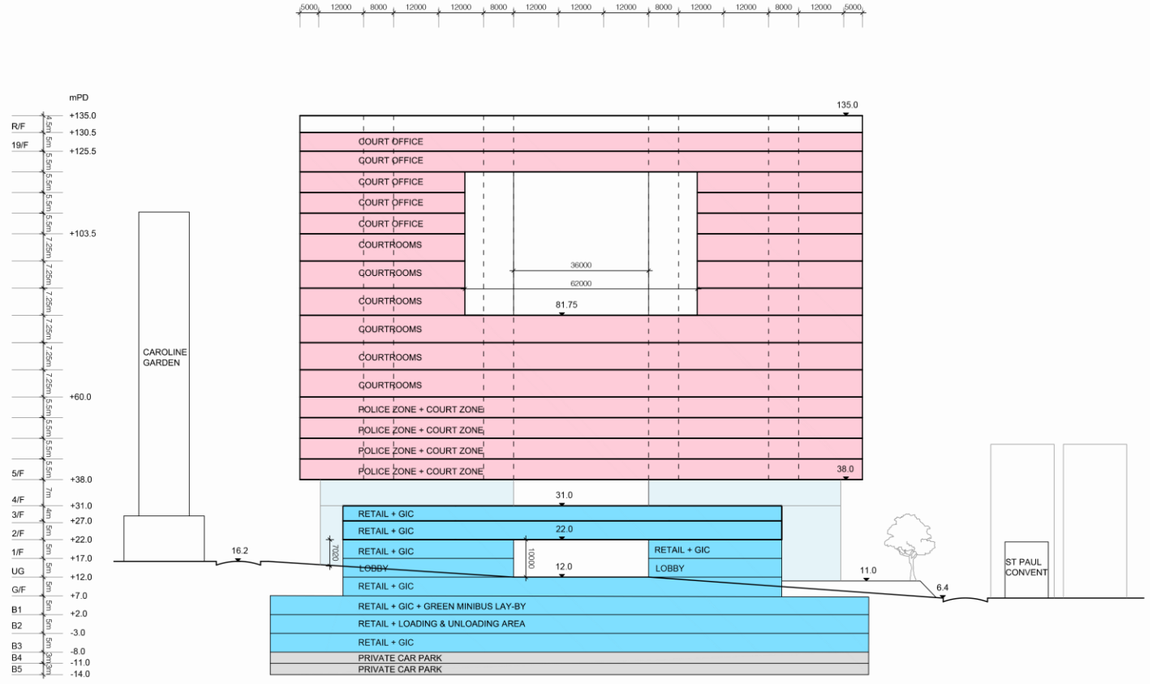


SECTION B-B

Our Scheme - Sections

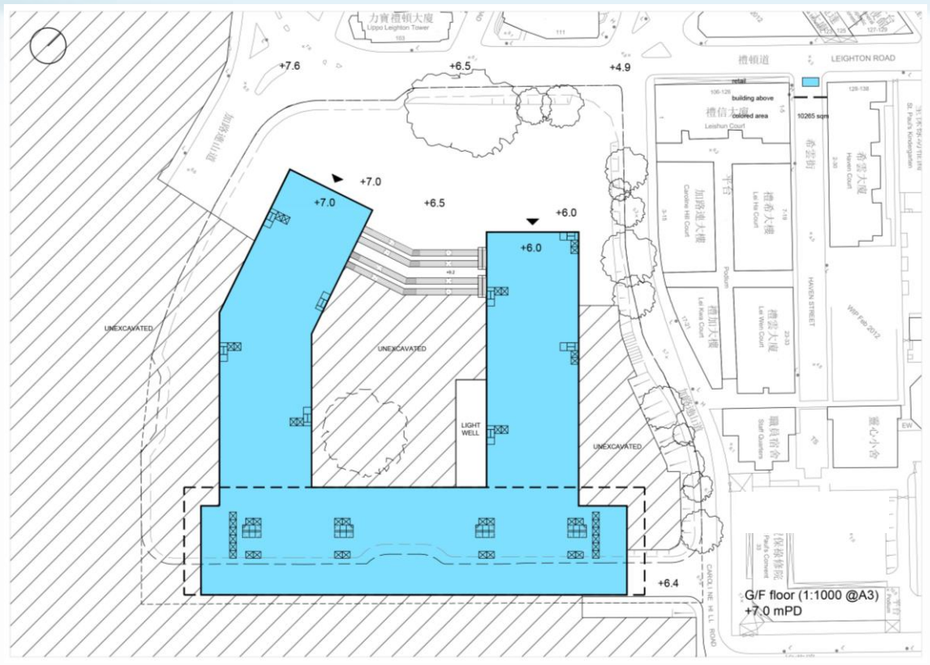


SECTION C-C

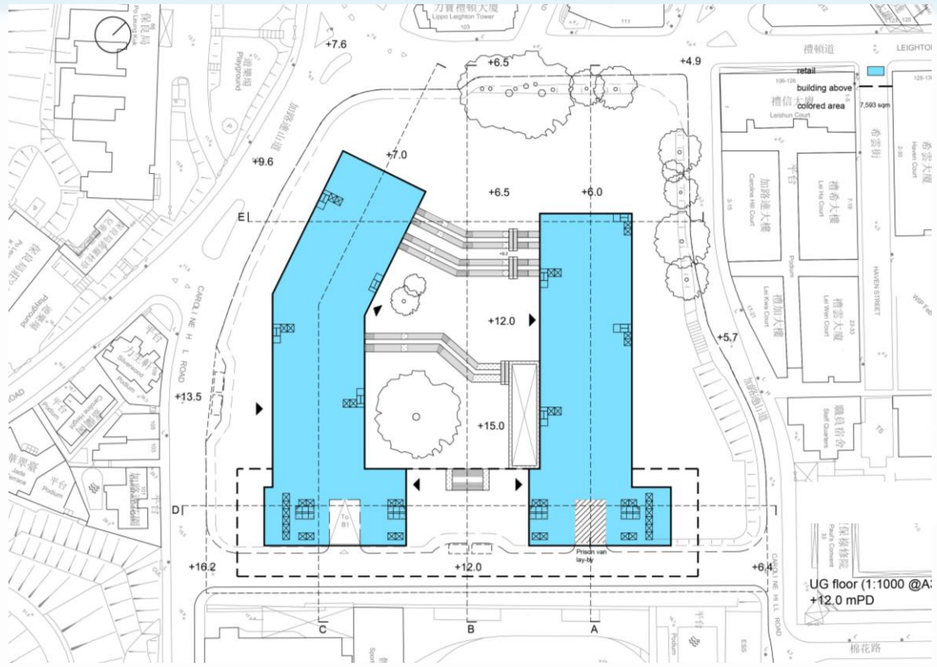


SECTION D-D

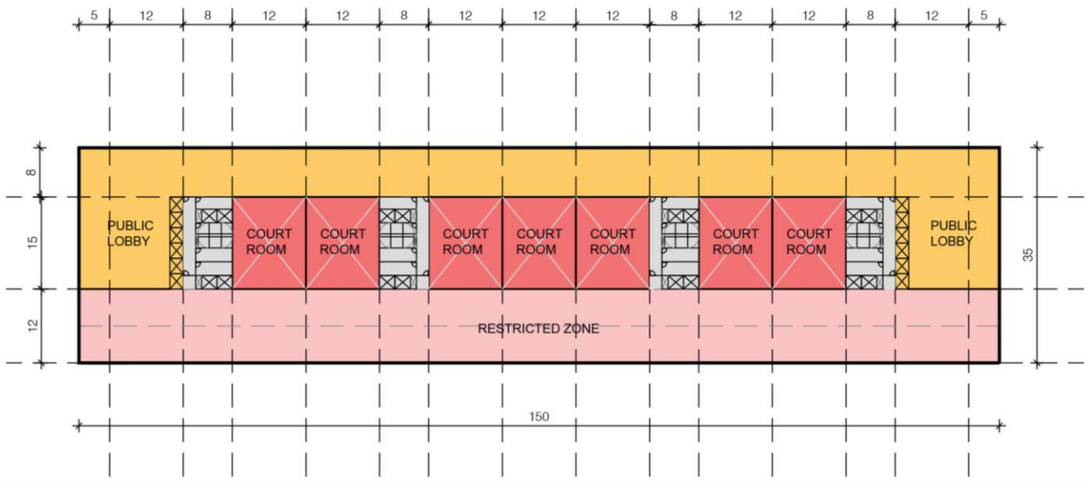
Our Scheme - Plans



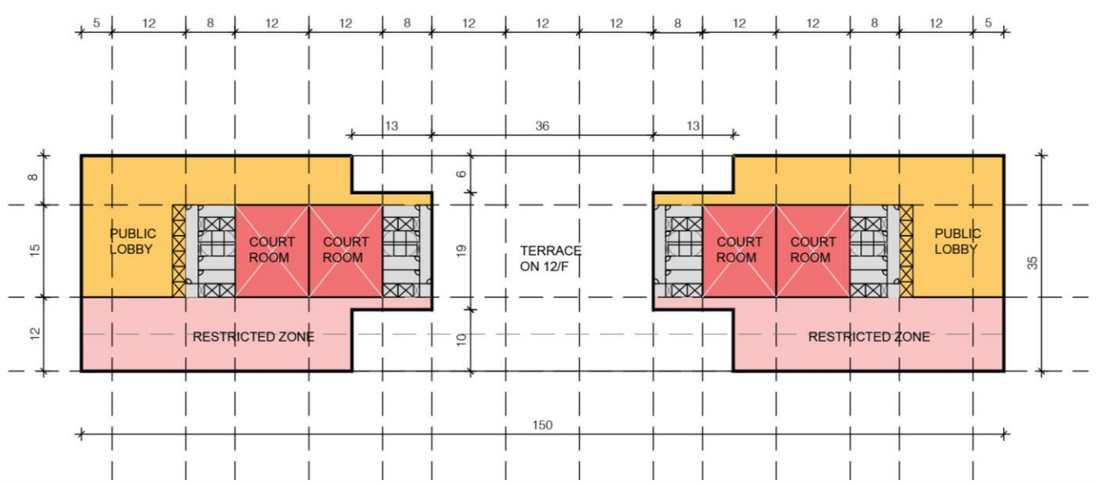
G/F plan (1:2000@A3)



UG/F plan (1:2000 @A3)



9-11/F plan (1:1000 @A3)

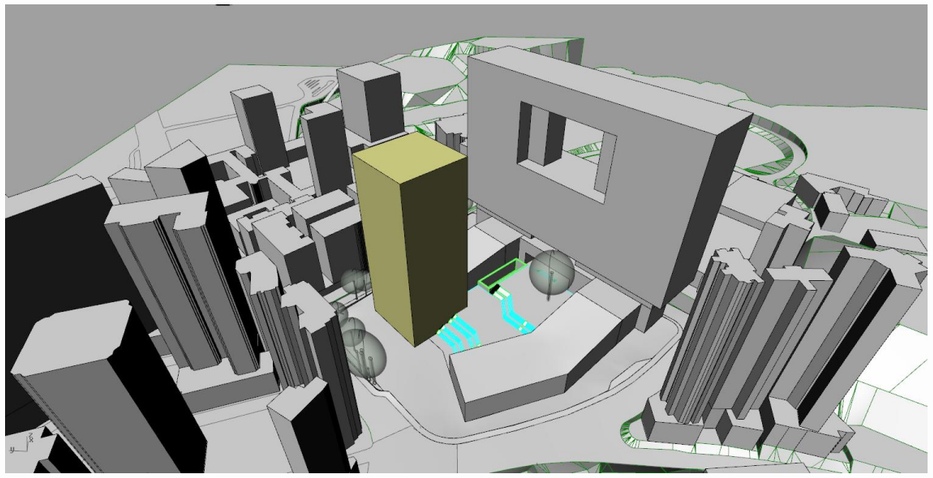


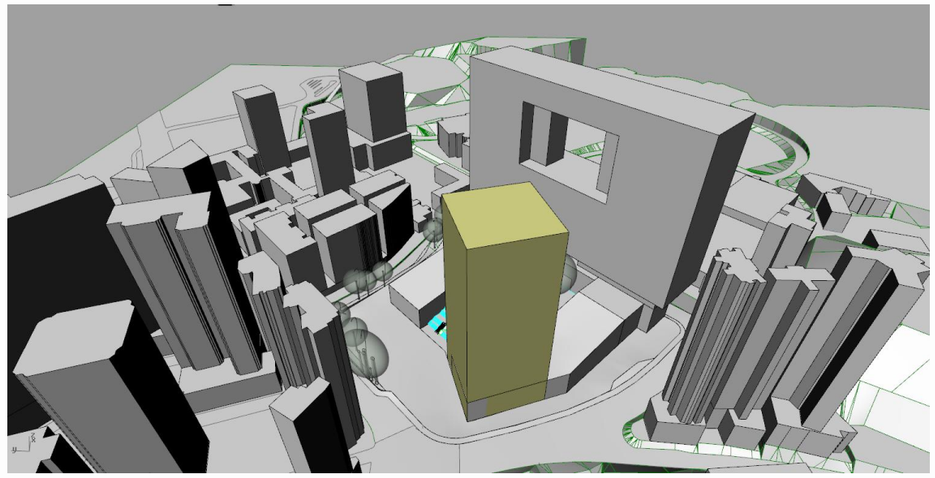
12-17/F plan (1:1000 @A3)

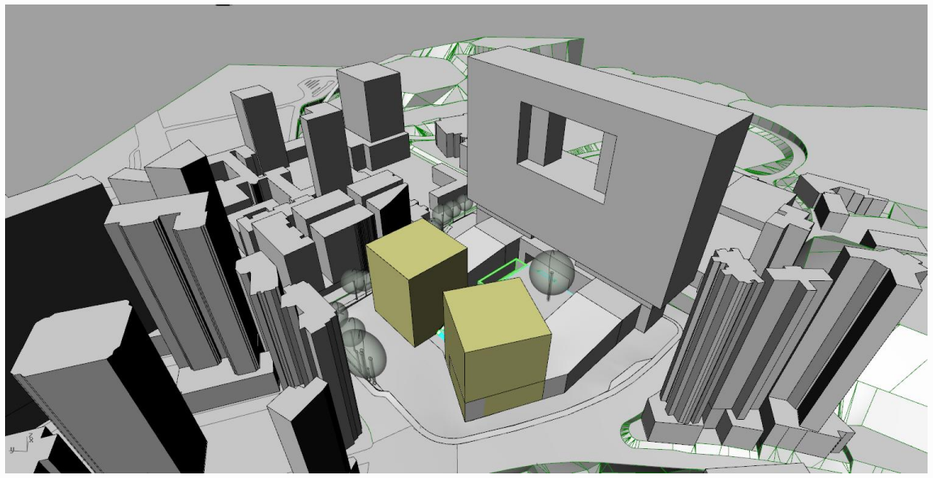
Our Scheme – Alternative Options of Allocating Commercial Areas

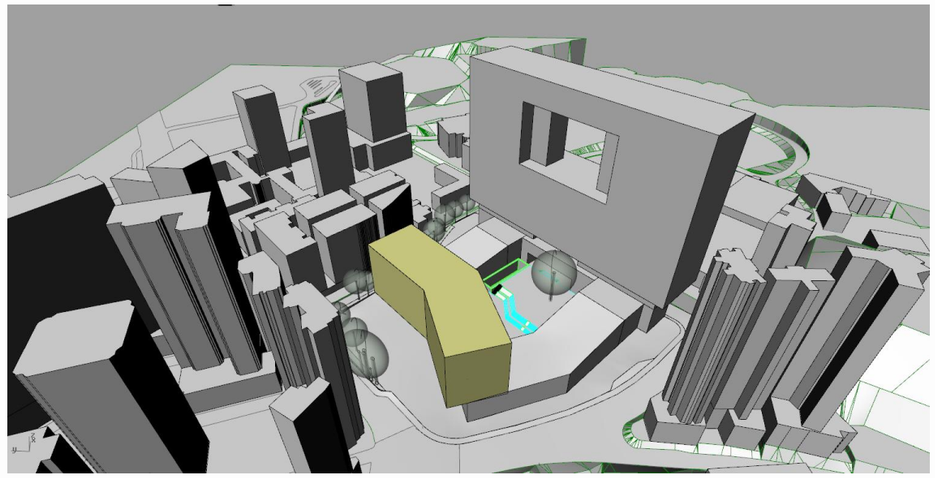
While we recommend to reduce the commercial gross floor area by 50%, we also suggest to have flexibility in allocating the various combinations of the retail, office and hotel elements depending on their respective TIAs, which would result in either the Base Scheme (which has no tower) or other options which may have one or two tower(s) containing the office and hotel accommodations.

Four alternative options are depicted in the diagrams here-in-below.



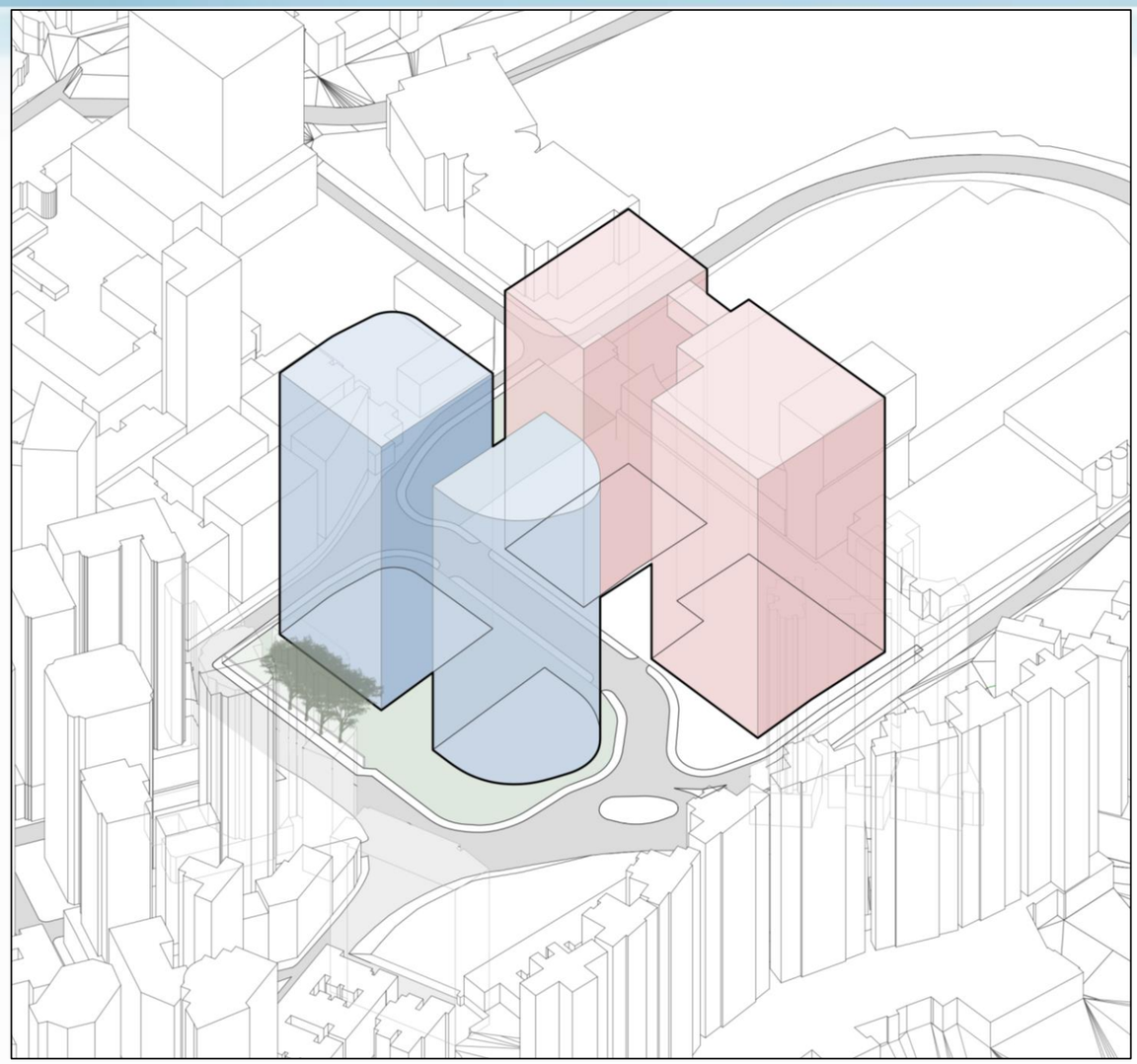






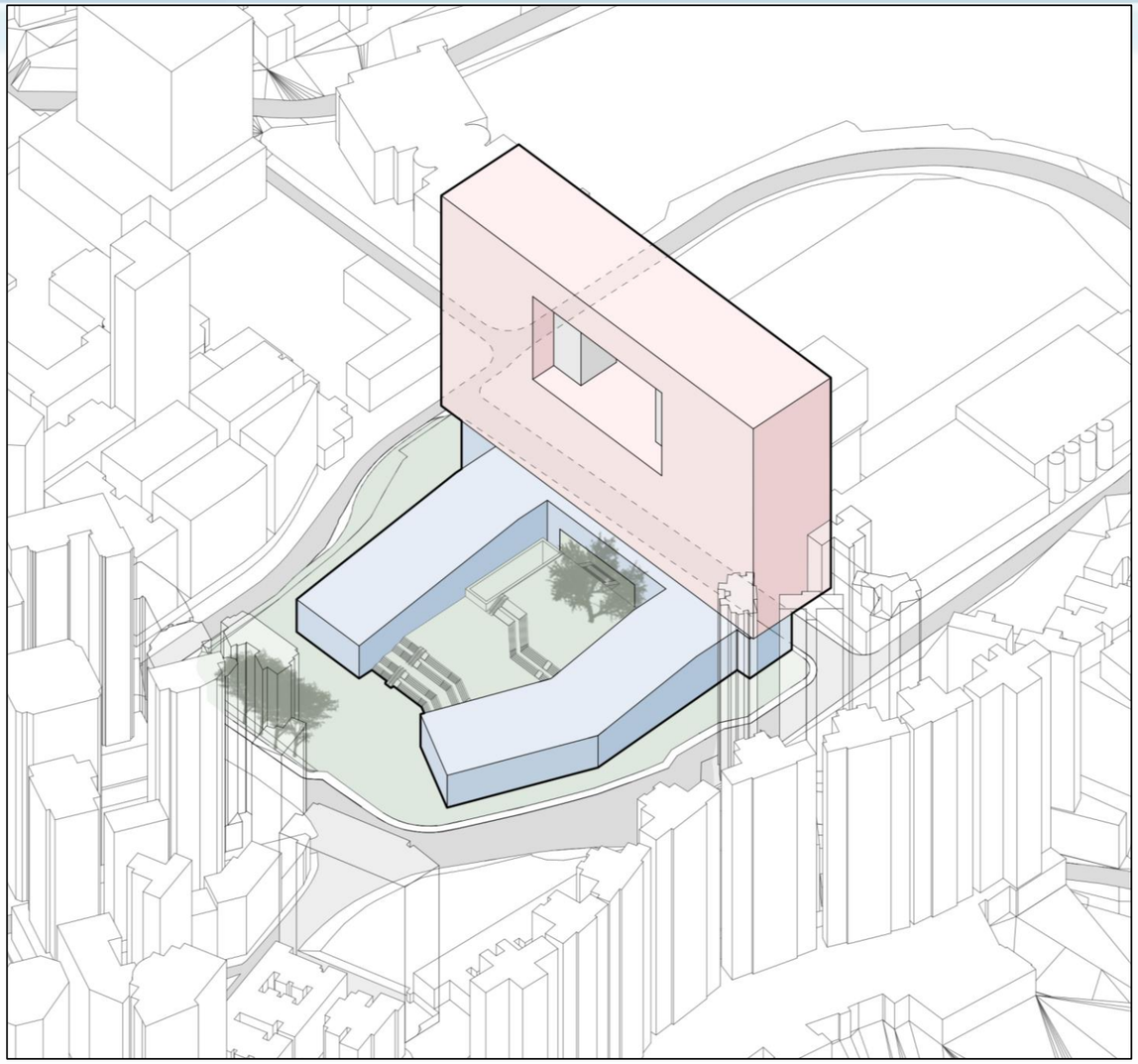
Scheme Comparison

Scheme Comparison – Building Massing



Government Scheme

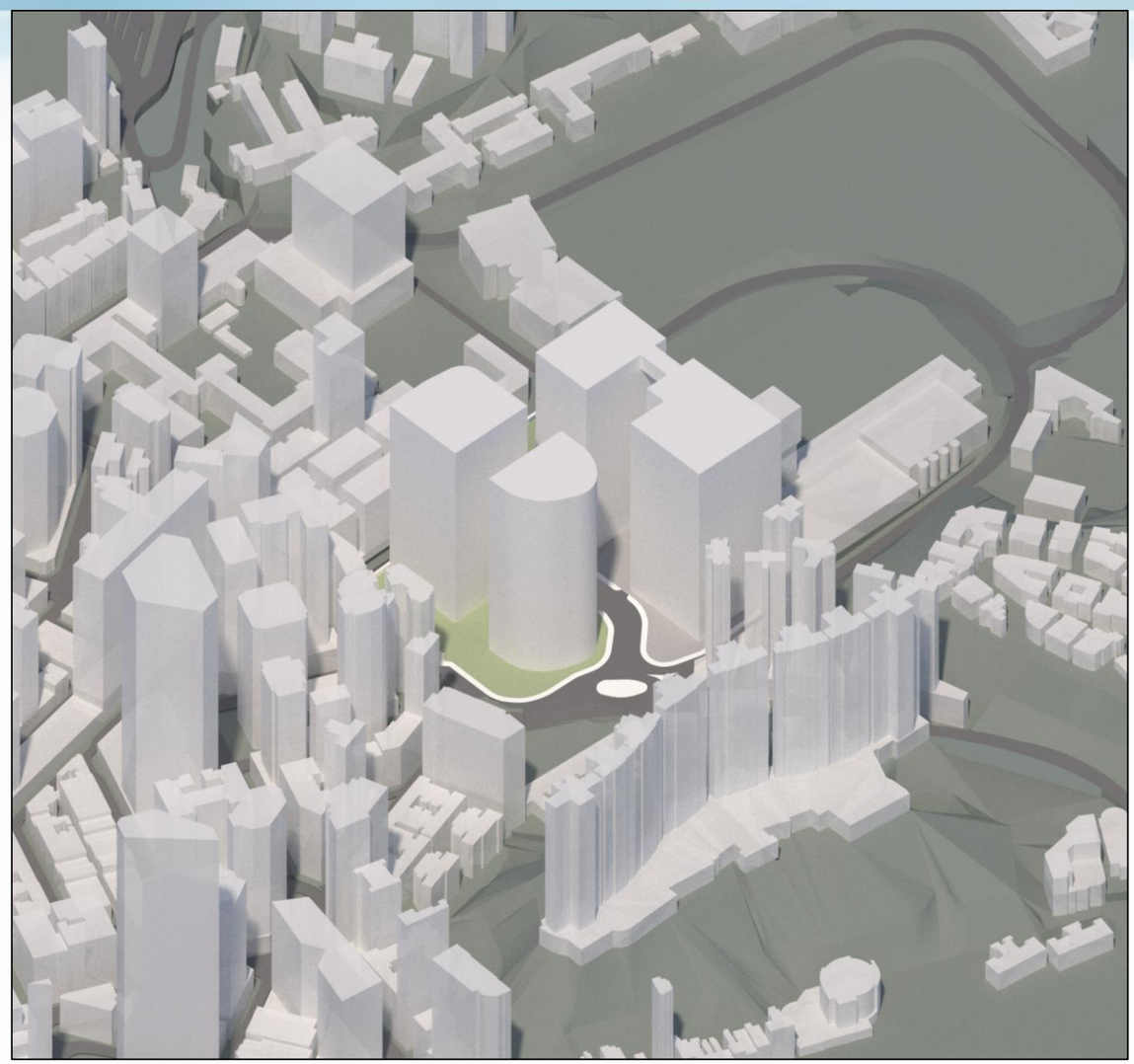
- Limited and scattered public open space
- 4-tower configuration - monotonous, bulky and congested
- 20-25m gaps between the towers too narrow
- Adverse impacts on micro-climate



Our Scheme

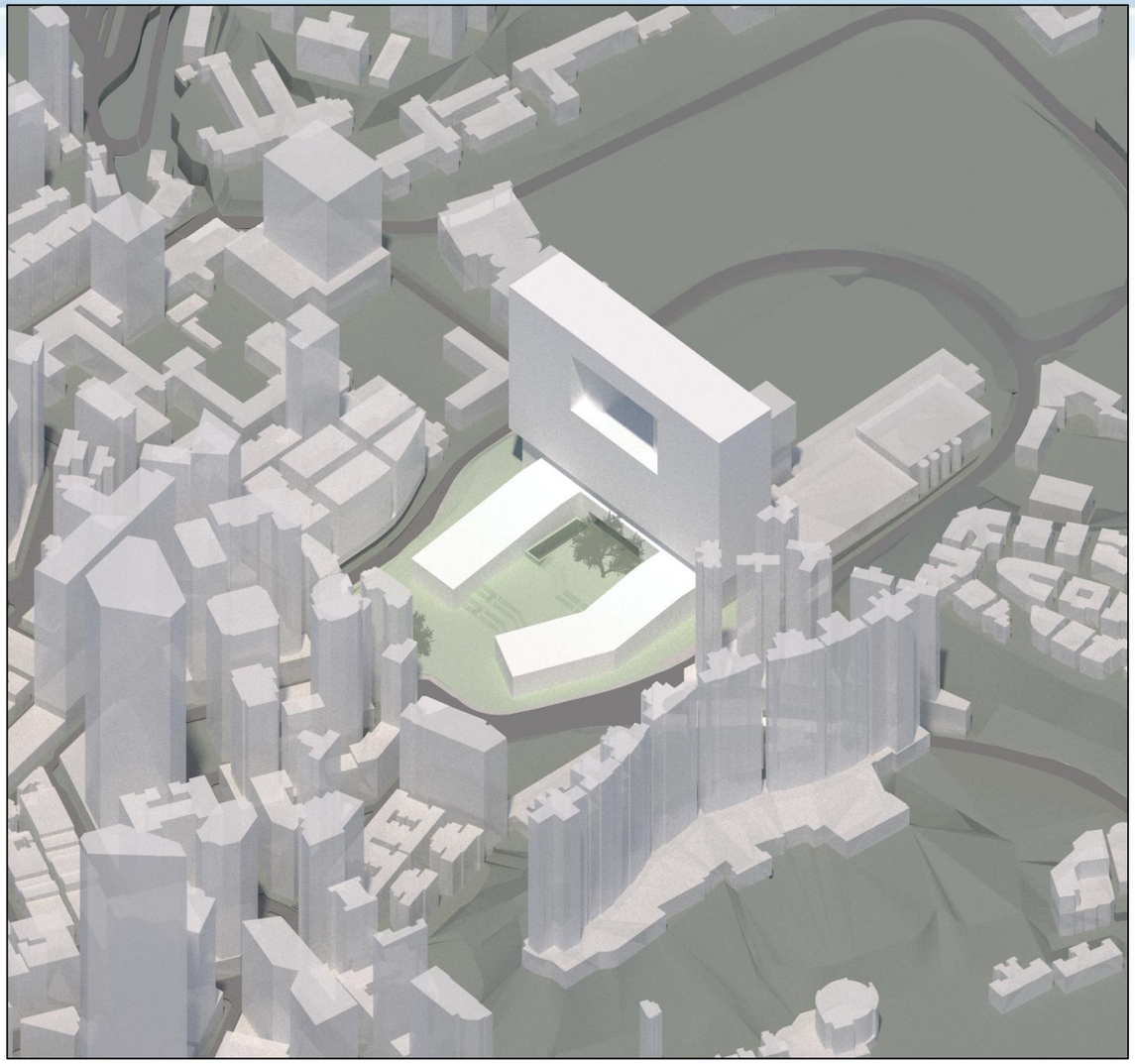
- Larger and connected public open space
- The superblock and urban window design of the District Court Complex give identity to the development
- Spacious public plaza for easier pedestrian access
- Better impacts on micro-climate

Scheme Comparison – Urban Fabric



Government Scheme

- Congested building mass
- Detrimental to air ventilation
- Lack of urban void



Our Scheme

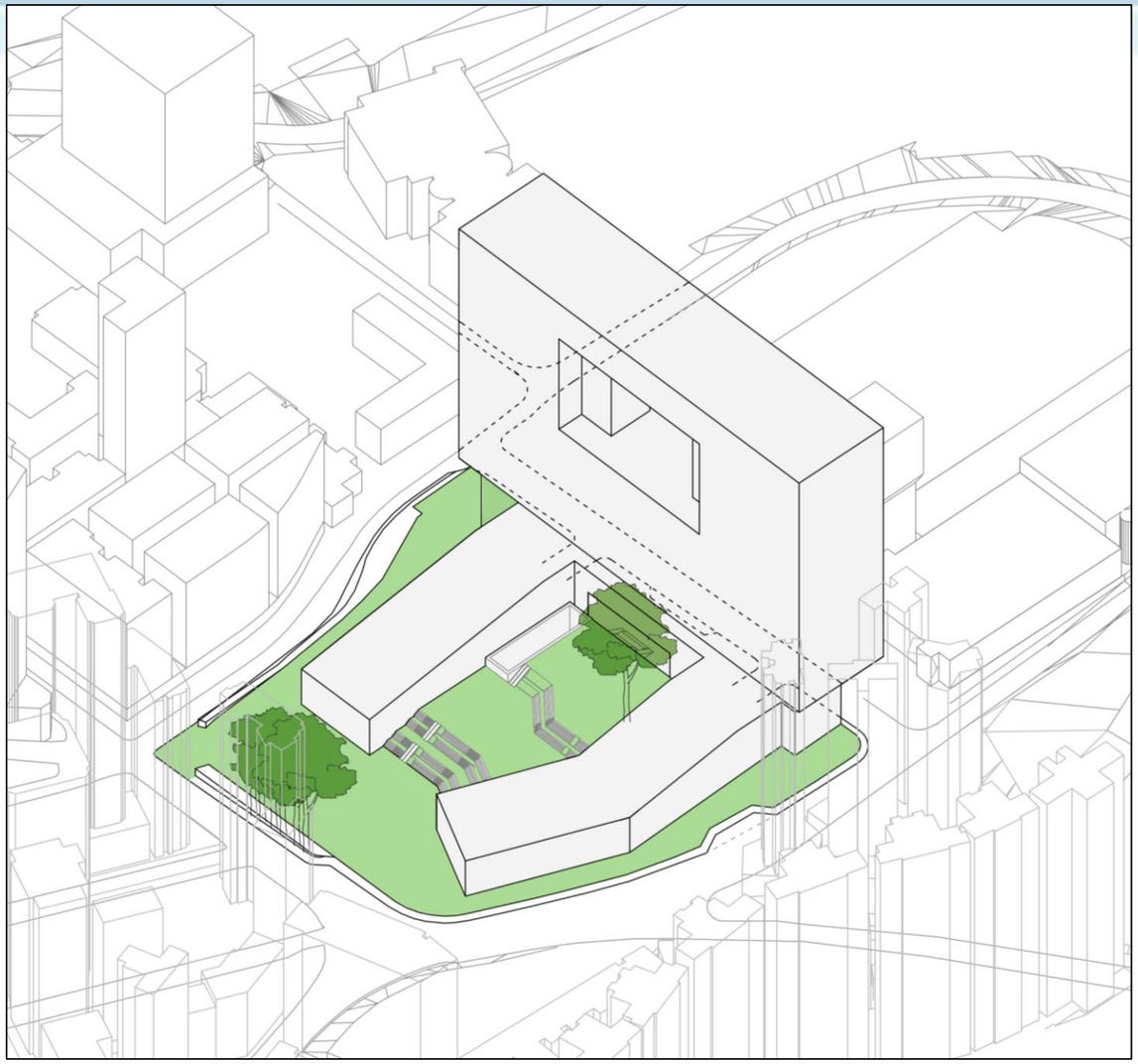
- More spacious open space
- Better air ventilation
- Creates an applaudable urban void for the district
- Urban plaza well-enclosed by low-rise wings

Scheme Comparison – Green Space & Landscaping



Government Scheme

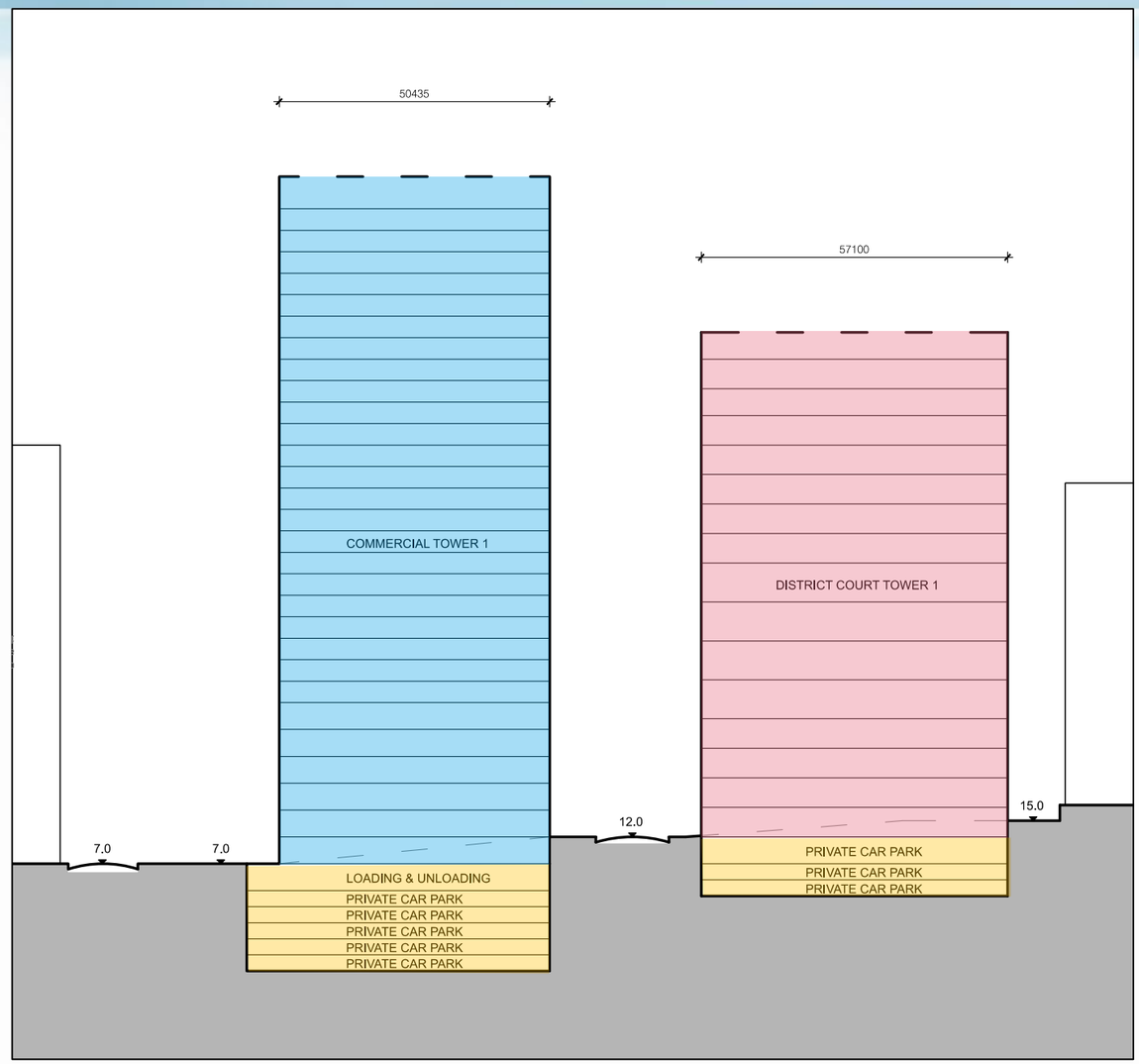
- Segregated sites create smaller land plots divided by roads
- Fragmented and disjointed open spaces
- Difficult for pedestrian movement and way finding
- Narrow pavements not improving the pedestrian movement of surrounding streets



Our Scheme

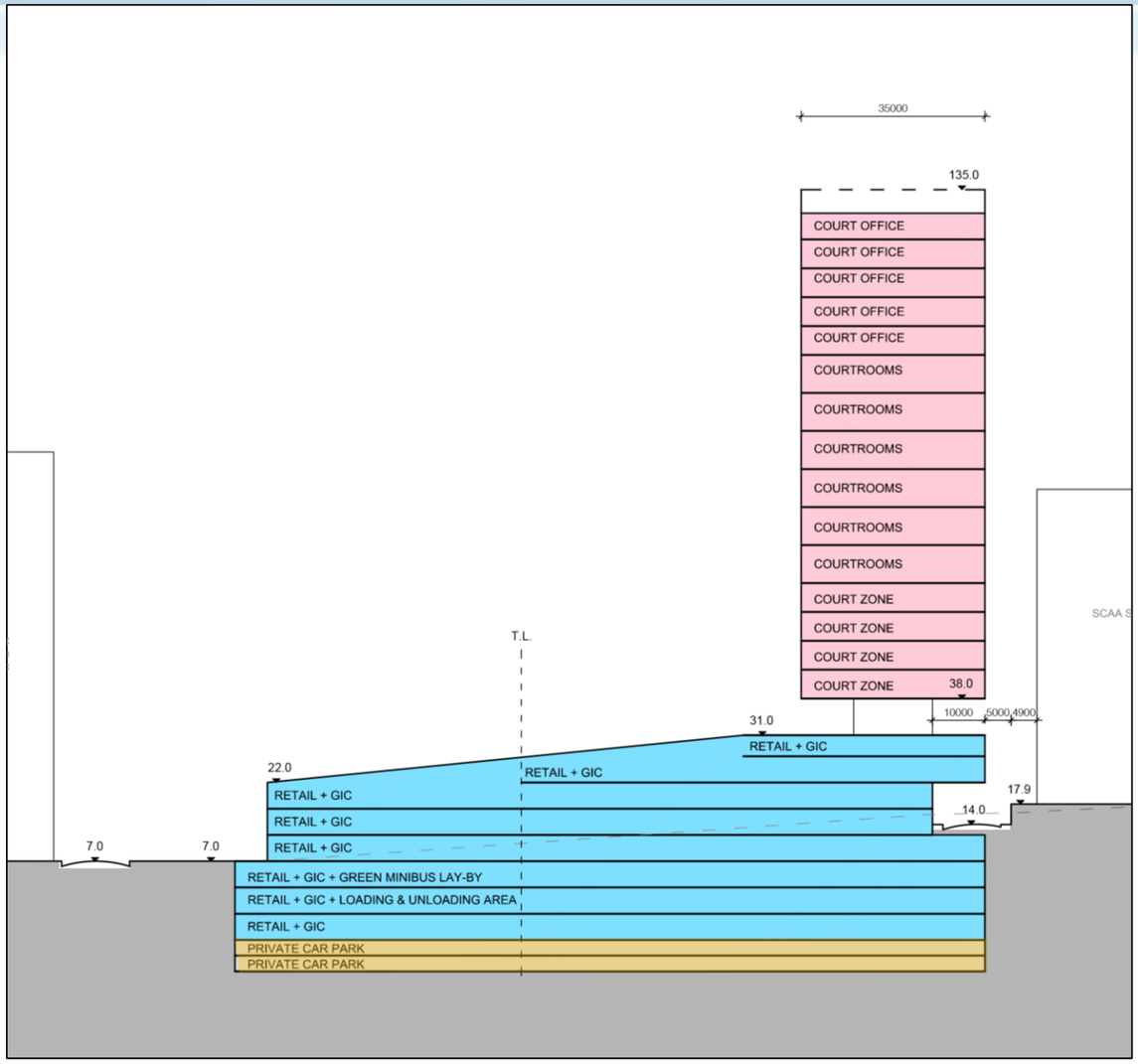
- Amalgamated site offers a larger and connected land plot
- New district urban plaza and green edges improves surrounding streets
- Easy for pedestrian movement and way finding
- Place-making with character – plaza, steps, terraces, landscaping

Scheme Comparison – Economizing Multi-use on One Amalgamated Site



Government Scheme

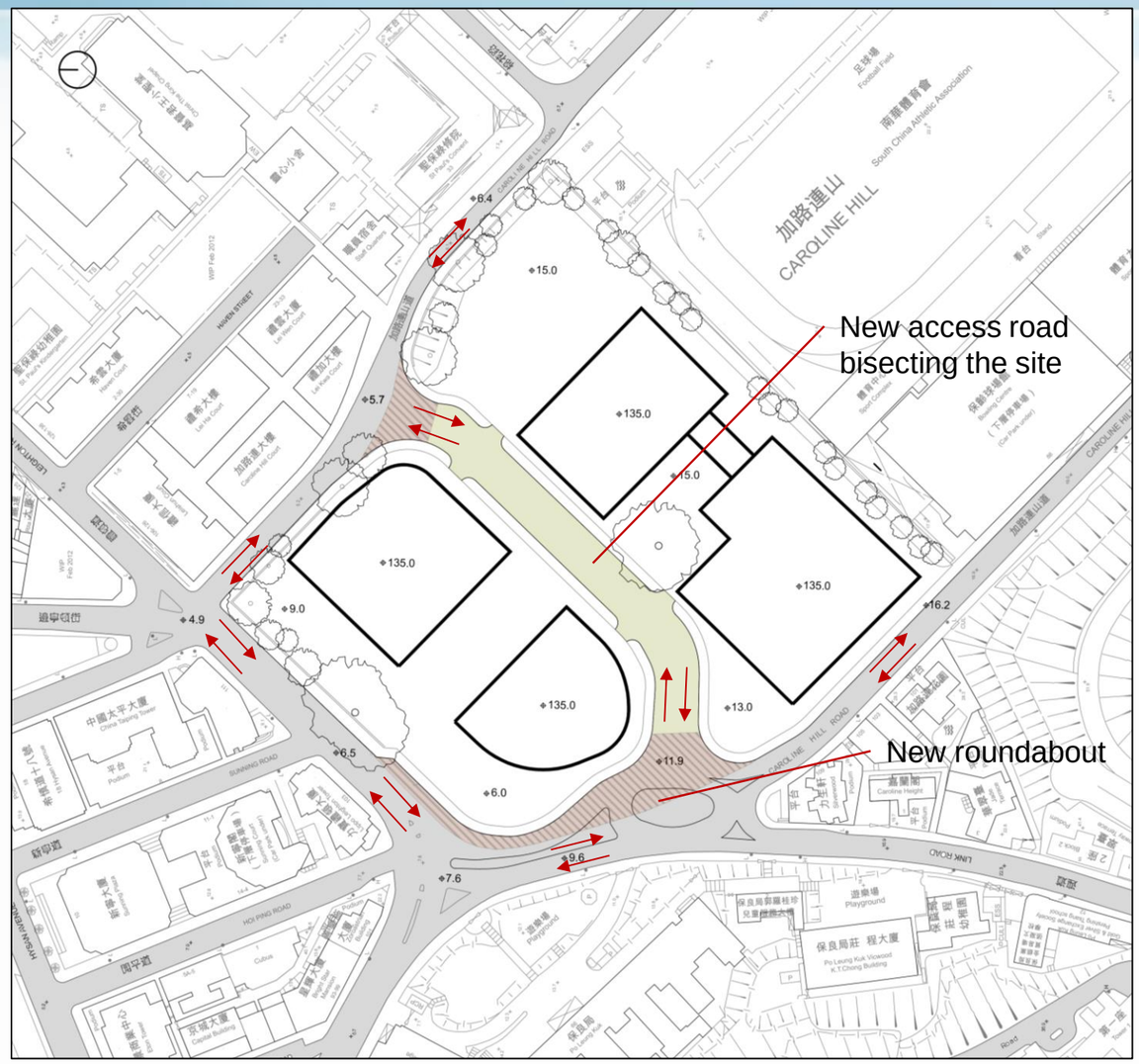
- 300 private car park spaces required
- 6 basements at Commercial site
- Separated basements inefficient and costly



Our Scheme

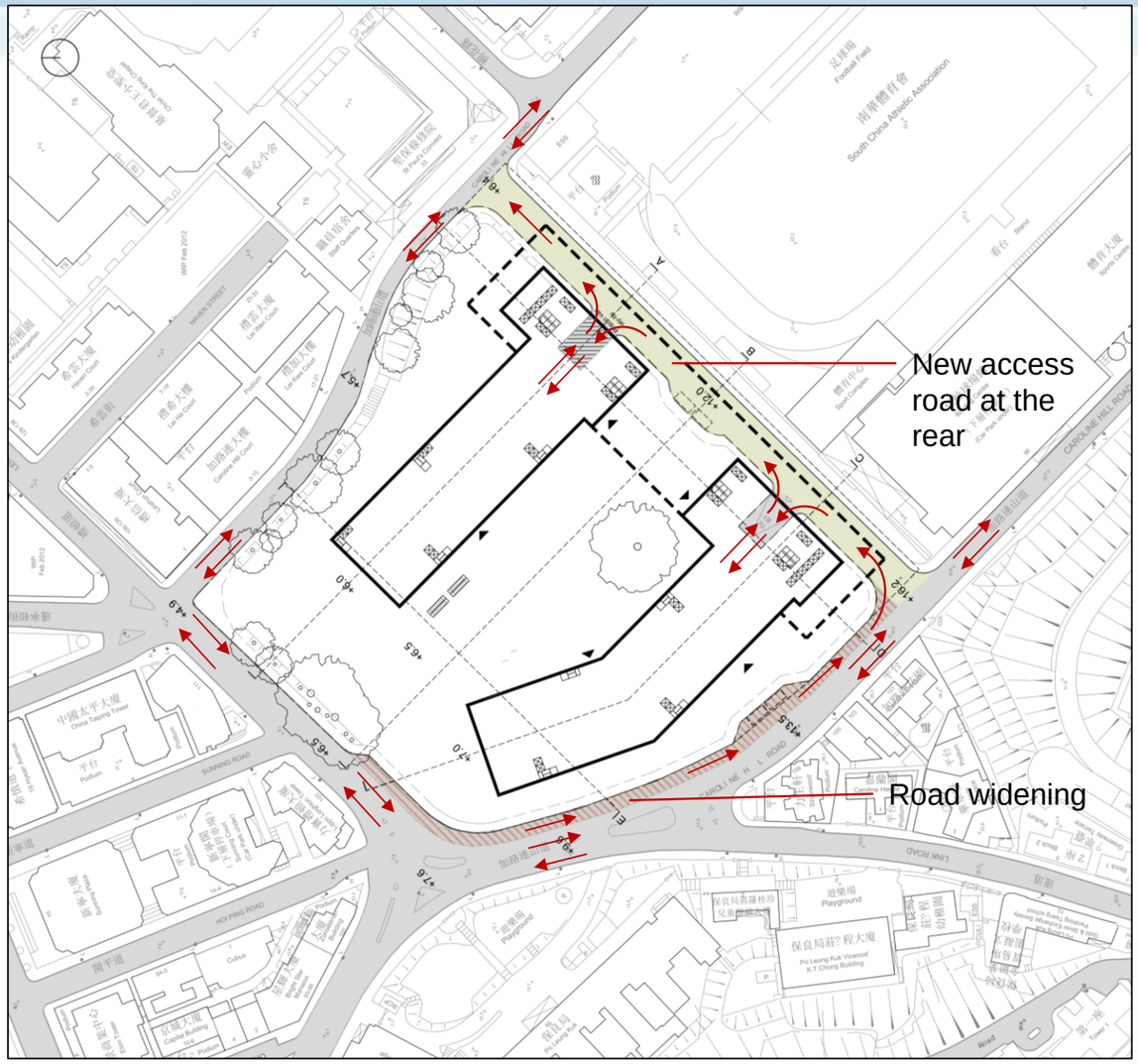
- 292 private car park spaces required
- 5 basements at combined site
- Integrated basement more efficient and economical

Scheme Comparison – Vehicular Access



Government Scheme

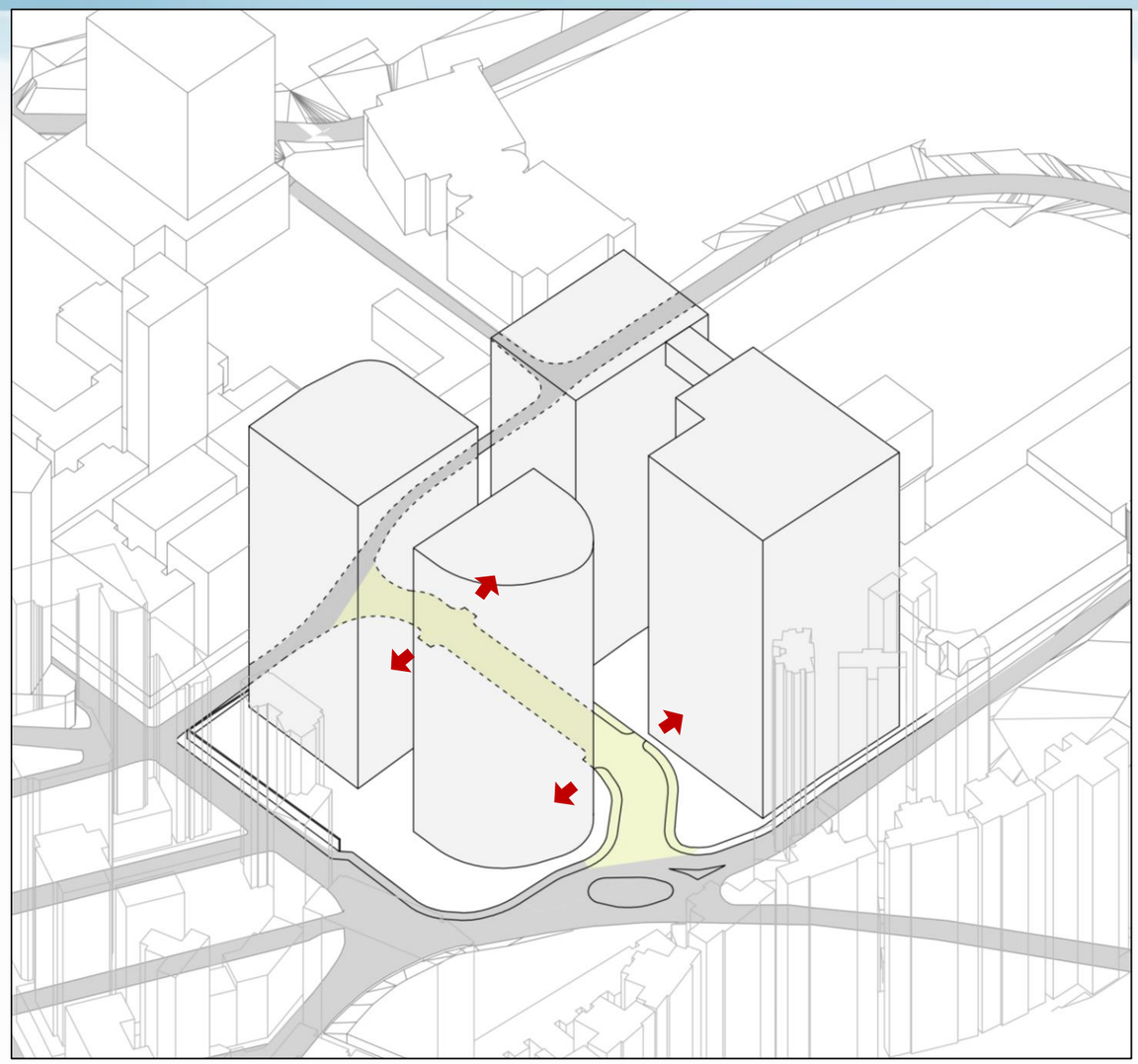
- New access road bisecting the Site
- GMB / taxi drop-offs provided at basement



Our Scheme

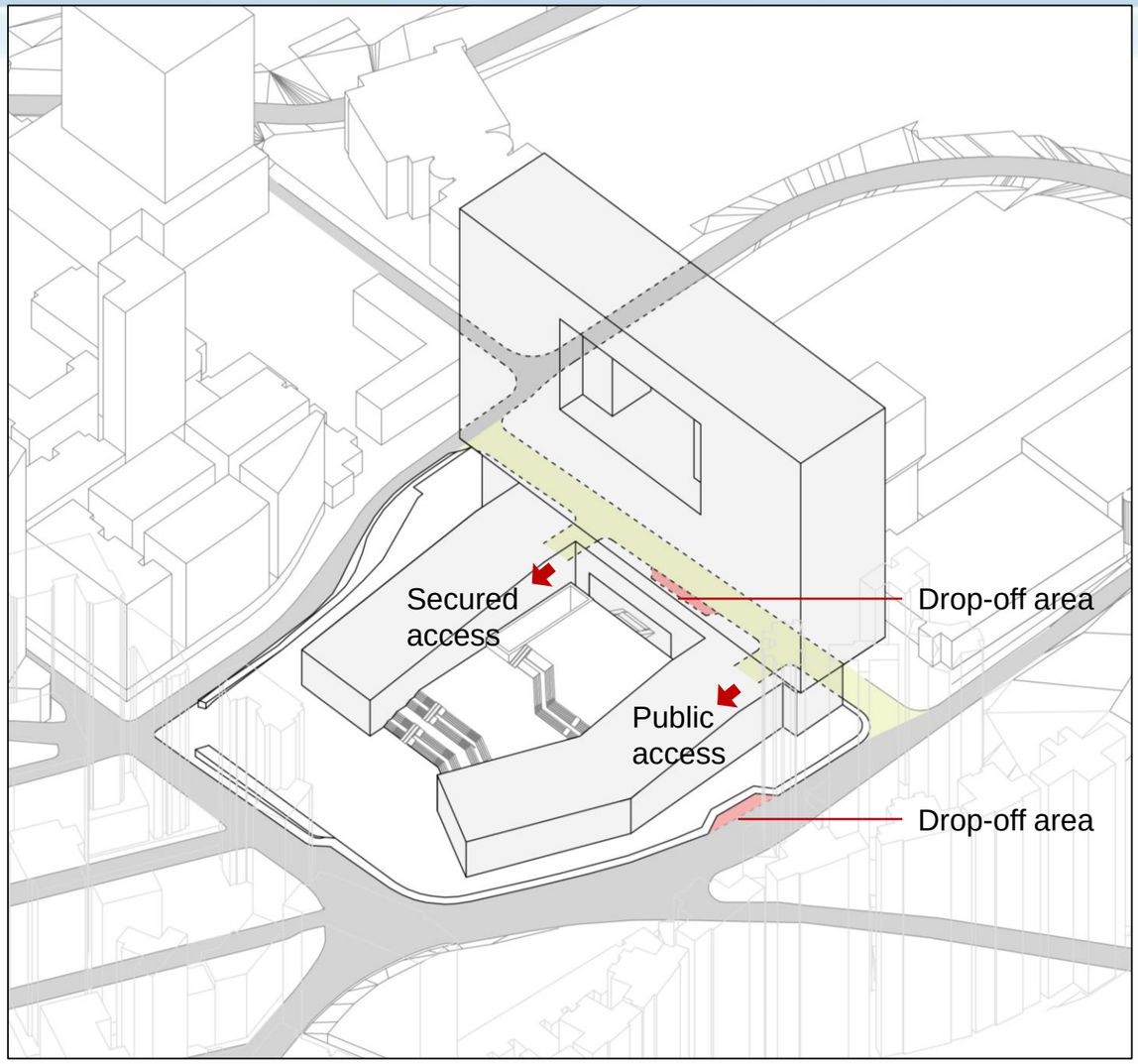
- The site is not bisected by roads
- 2 GMB / taxi drop-offs provided along road side

Scheme Comparison – Vehicular Access



Government Scheme

- New access road bisecting the Site
- GMB / taxi drop-offs provided at basement



Our Scheme

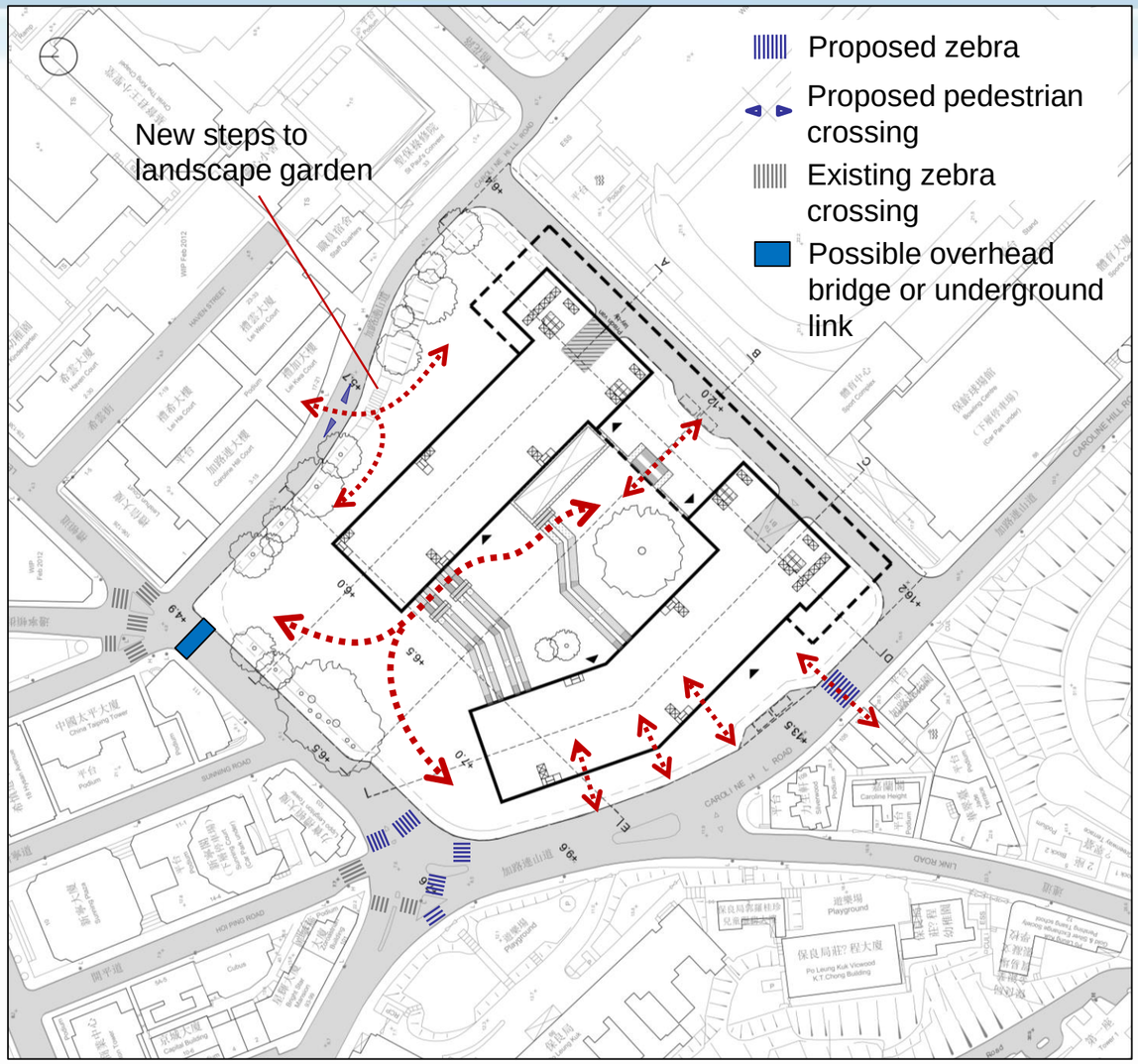
- The site is not bisected by roads
- 2 GMB / taxi drop-offs provided along road side

Comparison – Pedestrian Access & Connections



Government Scheme

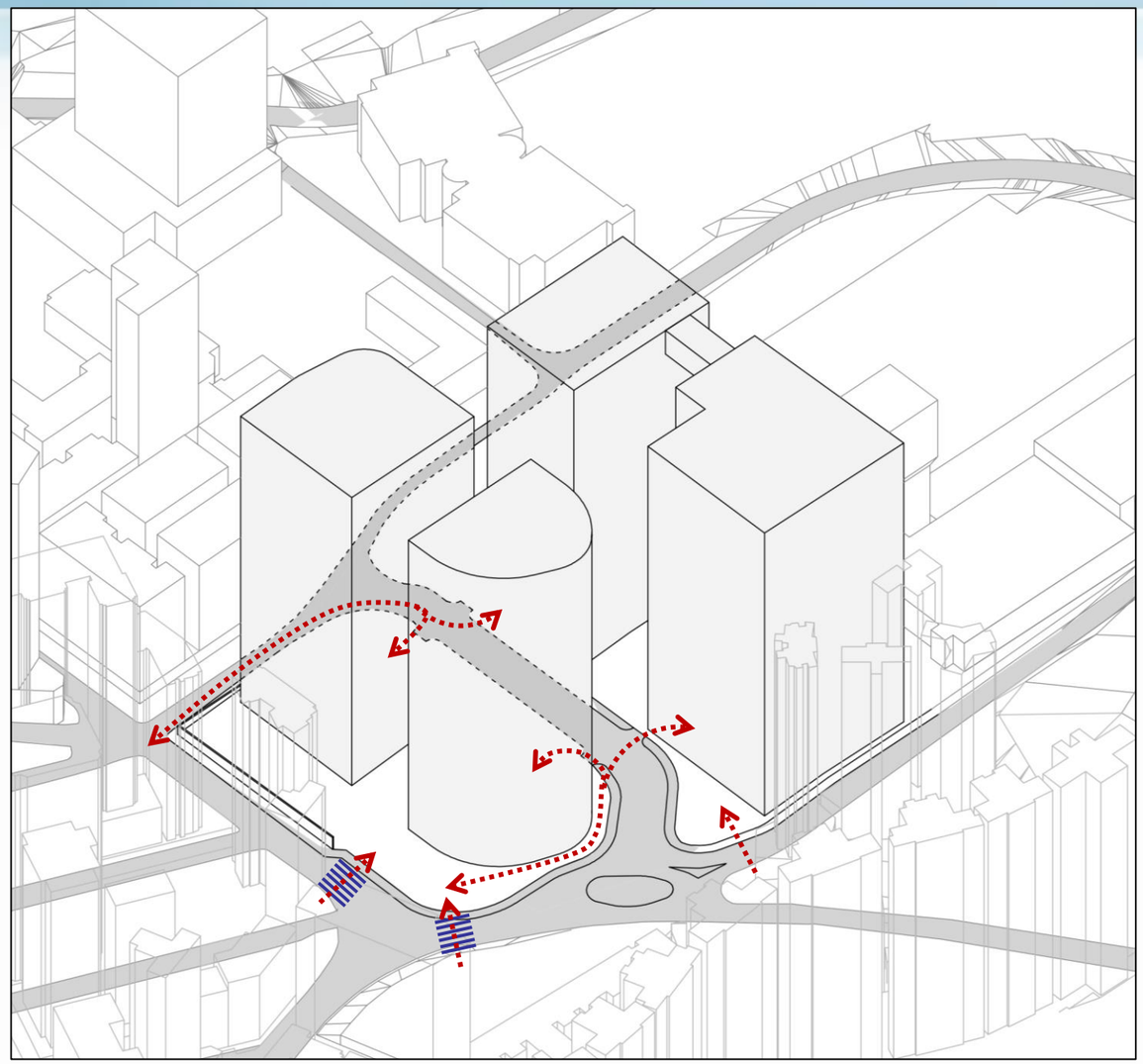
- Island lots divided by roads
- Public space divided, hard to access
- Difficult to connect adjoining areas



Our Scheme

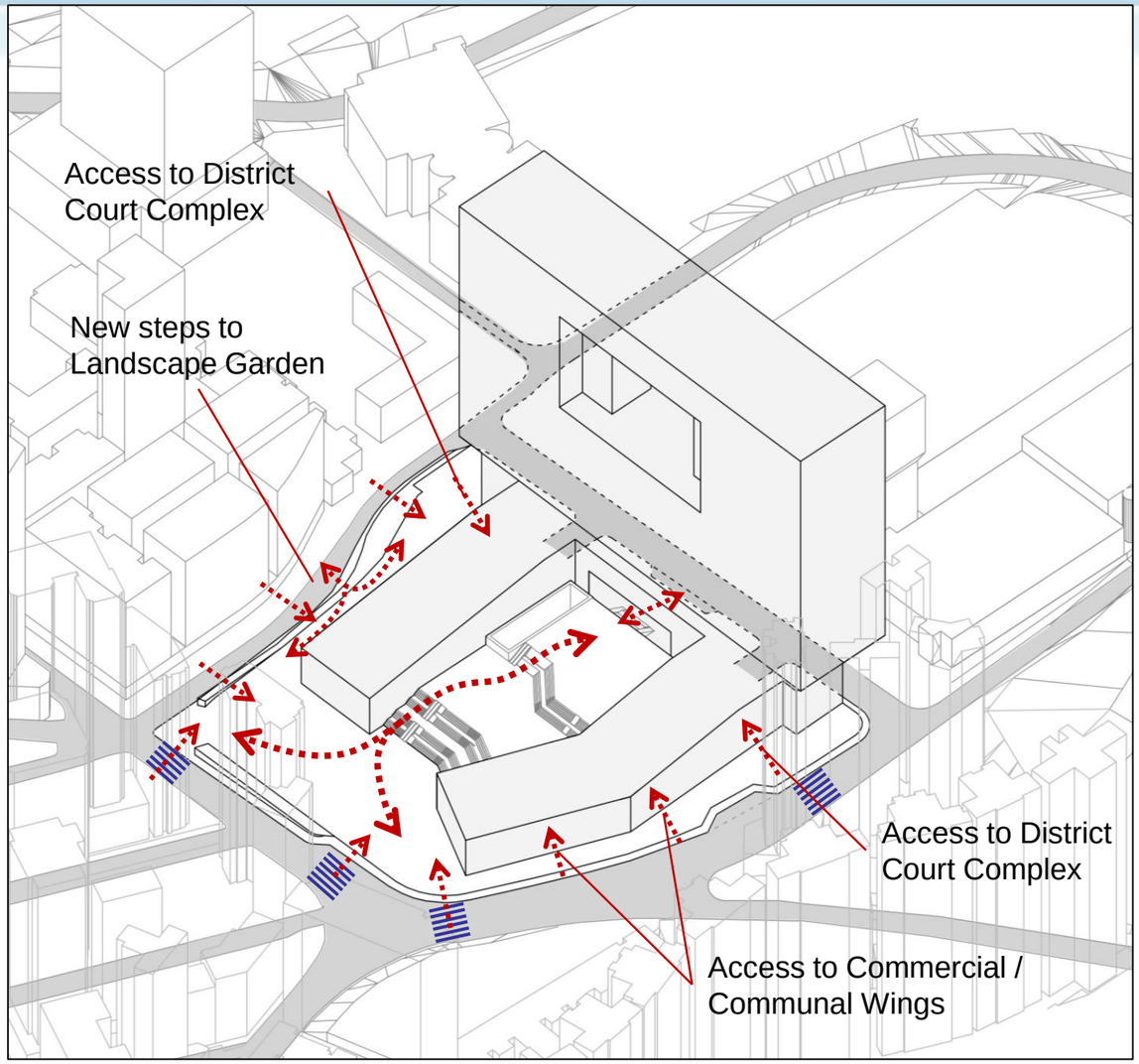
- Centralized pedestrianized plaza
- Accessible from 3 sides
- Possible overhead bridge or underground link

Comparison – Pedestrian Access & Connections



Government Scheme

- Island lots divided by roads
- Public space divided, hard to access
- Difficult to connect adjoining areas



Our Scheme

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- Accessible from 3 sides
- Possible overhead bridge or underground link

Scheme Comparison – Communal Facilities & Open Space

Type of G/IC	Area (sqm)
Child Care Centre	1074
District Health Centre	2200
TOTAL	**3274**

Open space	**6000 sqm**

Government Scheme

- Scattered and under towers

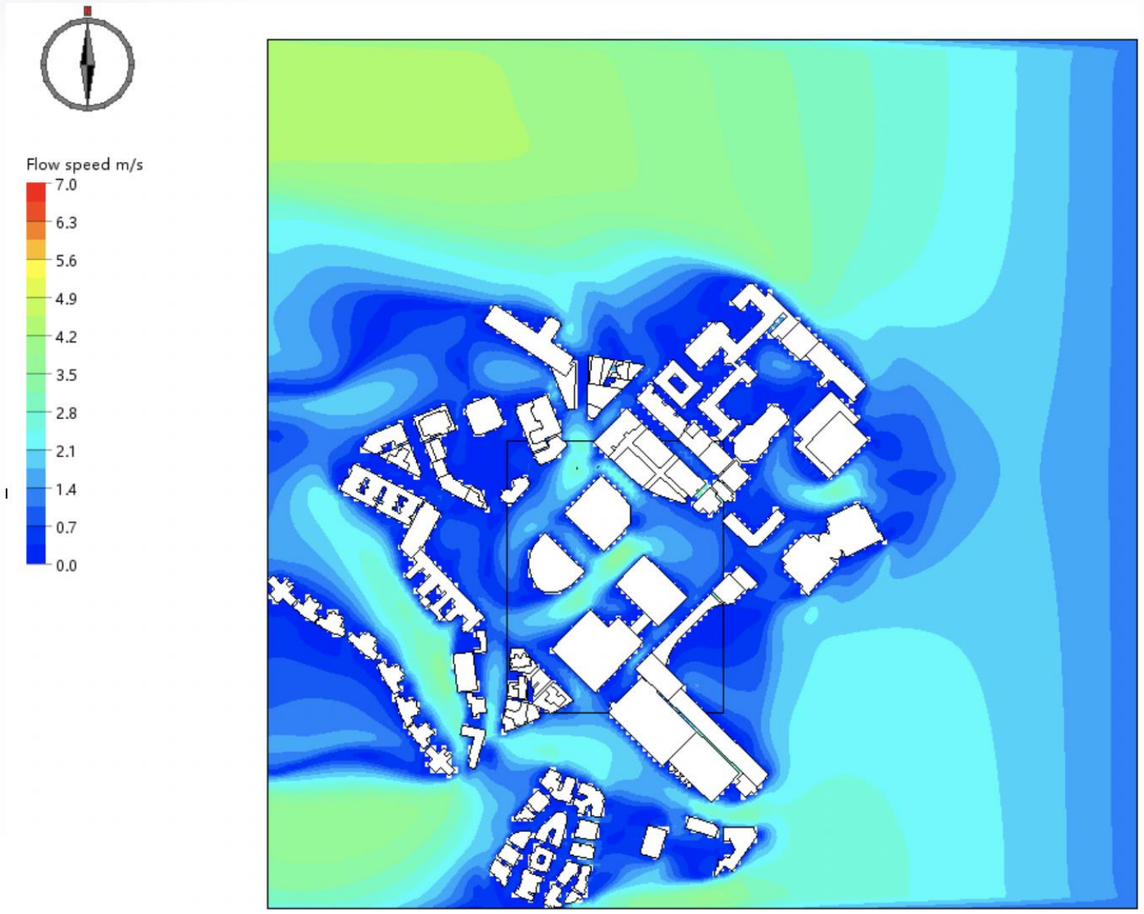
Type of G/IC	Area (sqm)
Child Care Centre	1074
District Health Centre	2200
Youth Activities Centre	1726
Elderly Activities Centre	1000
Civic Centre	2000
TOTAL	**8000**

Open space	**12,000 sqm**
Outdoor Amphitheatre	(730 sqm)

Our Scheme

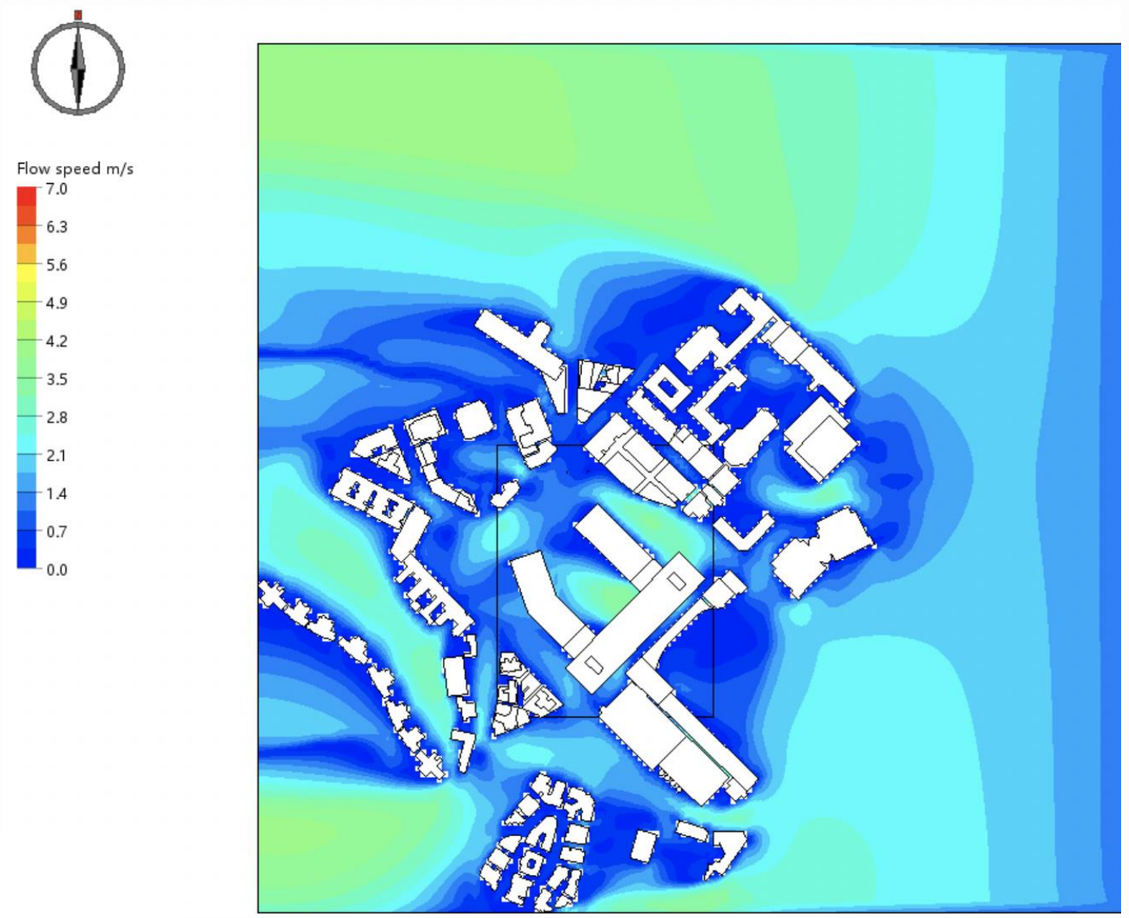
- Integrated with low-rise commercial wings and the plaza

Scheme Comparison - Air Ventilation



Government Scheme

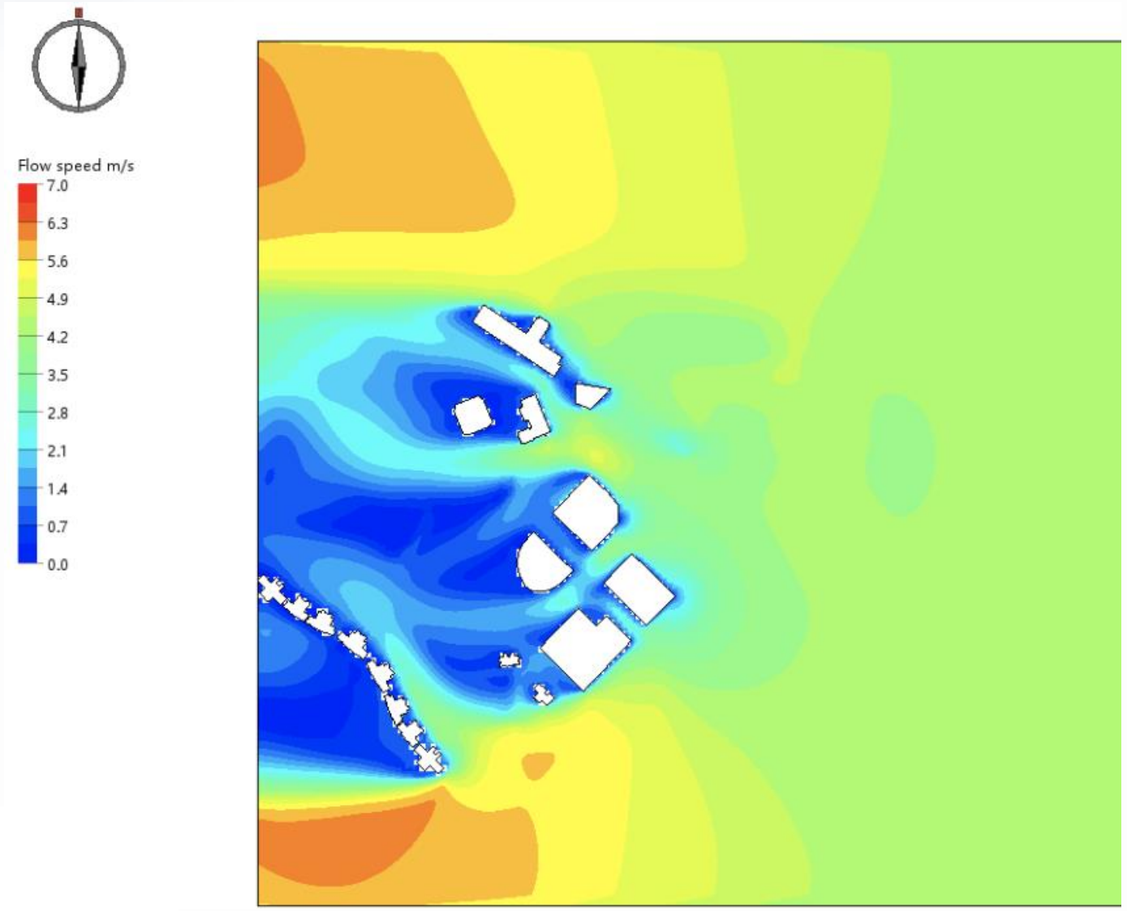
- 127m tall commercial towers create huge wind shadow blocking ventilation at all directions
- High wind speed in gaps between towers



Our Scheme

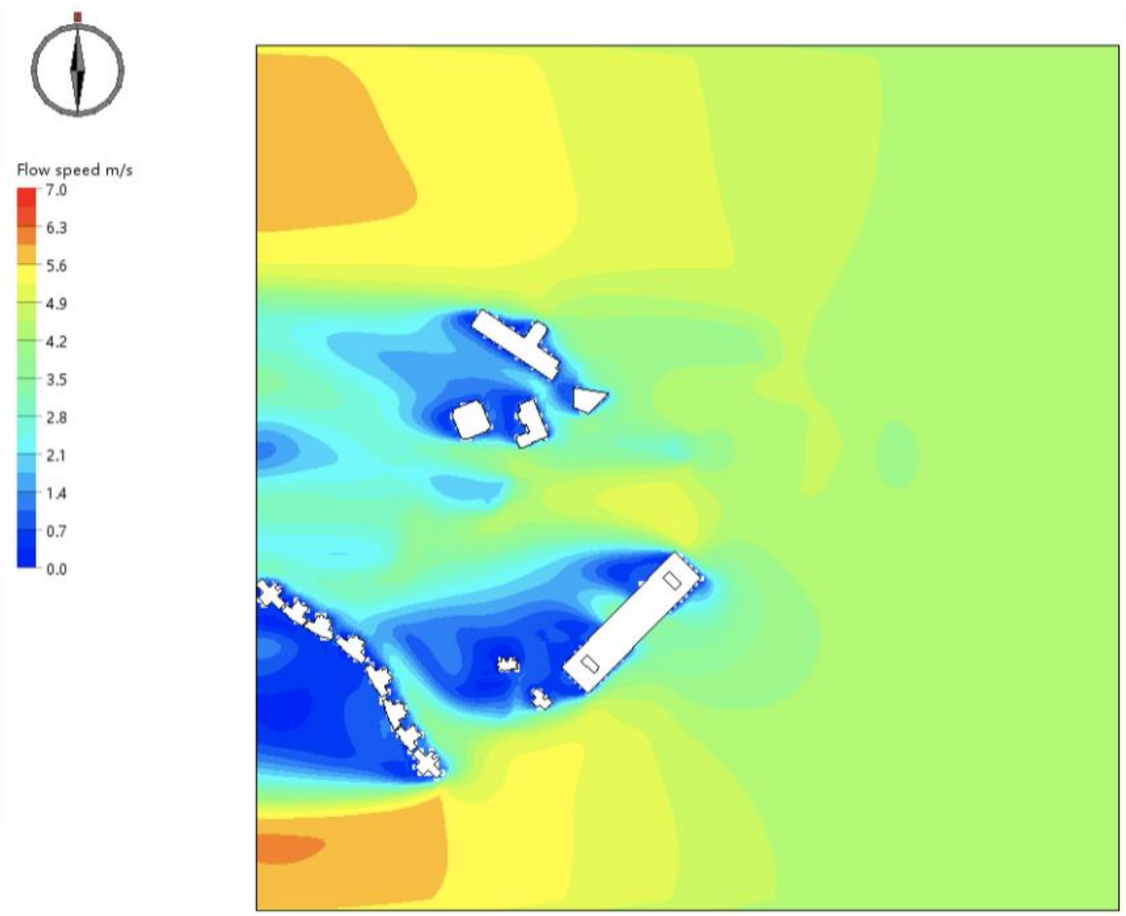
- Open plaza and low-rise wings enhance ventilation towards northeast, north, northwest, west and southwest
- Hole in high block creates wind corridor and minimizes wall effect

Scheme Comparison - Air Ventilation



Government Scheme

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- High wind speed in gaps between towers



Our Scheme

- Open plaza and low-rise wings enhance ventilation towards northeast, north, northwest, west and southwest
- Hole in high block creates wind corridor and minimizes wall effect

Scheme Comparison - Development Brief

		Commercial & G/IC	District Court	Total
Zoning Area		15,963 sqm	10,620 sqm	26,583 sqm
Development Site Area		8,953 sqm	10,620 sqm	19,573 sqm
GFA	Commercial	96,726 sqm*1	0 sqm	96,726 sqm
	G/IC	3,274 sqm*1	70,000 sqm	73,274 sqm
	Total	100,000 sqm	70,000 sqm	170,000 sqm
Plot Ratio		About 6.264	About 6.592	About 6.395
Building Height (max)		135mPD	135mPD	N/A
No. of Stories		25-28	To be determined	N/A
Open space (sqm)		6000 sqm	N/A	6,000 sqm
Commercial Parking Spaces	Car /LGV	287*6	N/A	300
	Motorcycle	30	N/A	30
G/IC Parking Spaces	Car /LGV	13	135	148
	Motorcycle	1	5	6
Loading and Reloading	LGV	28	14*3	51
	HGV/Coach	18		
	Taxi and Car	7		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

Government Scheme

		Commercial & G/IC	District Court	Total
Zoning Area		N/A	N/A	26,583 sqm
Development Site Area		Combined		26,583 sqm
GFA	Commercial	52,000 sqm*4	0 sqm	52,000 sqm
	G/IC	8,000 sqm	70,000 sqm	78,000 sqm
	Total	60,000 sqm	70,000 sqm	130,000 sqm
Plot Ratio		About 2.257	About 2.633	About 6.455
Building Height (max)		100mPD	135mPD	N/A
No. of Stories		4-16	21	N/A
Open space (sqm)		12,000sqm		12,000sqm
Commercial Parking Spaces	Car /LGV	262	N/A	262
	Motorcycle	15	N/A	15
G/IC Parking Spaces	Car /LGV	30	135	165
	Motorcycle	2	5	7
Loading and Reloading	LGV	18*5	14*3	50
	HGV/Coach	10*5		
	Taxi and Car	10*5		
Public Parking		125*2	Nil	125
Public Transport facilities		GMB Lay-bys: 105 sqm	Nil	N/A

Our Scheme

*1 Worst Situation in AECOM's traffic report
*2 125 including 100 for private car and 25 for commercial vehicles. The parking spaces for commercial vehicle shall include 15 for light goods vehicles, 5 for medium/heavy goods vehicle and 5 for coaches. subject to Transport Department's further consideration.
*3 For vehicles of Correctional Services Department and others.

*4 Included 20000 sqm of retail GFA and 32000 sqm of office GFA.
*5 According to HKPSG
*6 Calculation based on AECOM's traffic report, in which 10000 sqm GFA of retail, 44000 sqm GFA of hotels and 42726 sqm GFA of office.

Scheme Comparison - Development Brief (Summary)

		Government Scheme	Our Scheme	Percentage change
Commercial GFA	Office	42,726[*4]	32,000	- 25%
	Retail	10,000	20,000	+ 100%
	Total	96,726[*1]	52,000[*2]	- 46%
Communal GFA		3724	8000	+115%
Court GFA		70,000	70,000	+ 0%
Total Development GFA		170,000	130,000	- 24%
Parking Spaces	Commercial (LGV/Car)	287	262	- 9%
	G/IC (LGV/Car)	13	30	+ 131%
	Total	300	292	- 3%
Loading and Reloading (Commercial and G/IC)	LGV	28	18[*3]	- 36%
	HGV/Coach	18	10[*3]	- 44%
	Taxi and Car	7	10[*3]	+ 42%
	Total	53	38	- 28%

*1 Worst Situation in AECOM's traffic report
*2 Including 20000 sqm of retail GFA and 32000 sqm of office GFA.
*3 According to HKPSG
*4 Calculation based on AECOM's traffic report, in which 10000 sqm GFA of retail, 44000 sqm GFA of hotels and 42726 sqm GFA of office.

Conclusion

The alternative proposal as presented proves that an urban design driven planning could eliminate the drawbacks resulted in a traditional land surveyor approach.

By reducing the commercial gross areas by 50%, the traffic impacts would be much alleviated. This would also enable the do away of the two proposed commercial towers. The disposition of the District Court Complex block with urban window, the low-rise commercial wings and the central plaza would substantially improve the districtwide air ventilation and enable pedestrian access to the development at 3 sides of the Site. The original scattered 6000-sqm open space would be increased by 100% to become a 12000-sqm centralised and connected city plaza.

By increasing the communal gross floor areas by 144%, the scheme offers an opportunity to provide more communal facilities to better serve citizens of a wider age range, such as civic centre, child care centre, activity centre for the elderly, activity and art centres for the youngsters, etc.

Conclusion

By widening the road along the Caroline Hill Road, a new dedicated slip road would be provided to enter the development and that two GMB and taxi lay-bys would be provided along the road side, in addition to the one at the first basement.

The “Multi-use on One Amalgamated Site” approach results in an integrated basement carpark which is technically simpler and financially more viable, thus substantially saving time and money. This might require a new approach to entrust the construction works of the District Court Complex to the developer.

We recommend that the existing zoning of “Other Specified Uses” annotated “Sports and Recreation Club” and “G/IC” be rezoned to “Other Specified Uses” annotated “Commercial (2) and G/IC (2)” with the height restriction at 135 mPD at the Southern portion and 115 mPD at the Northern portion.

The Town Planning Board is requested to seriously consider this alternative proposal.

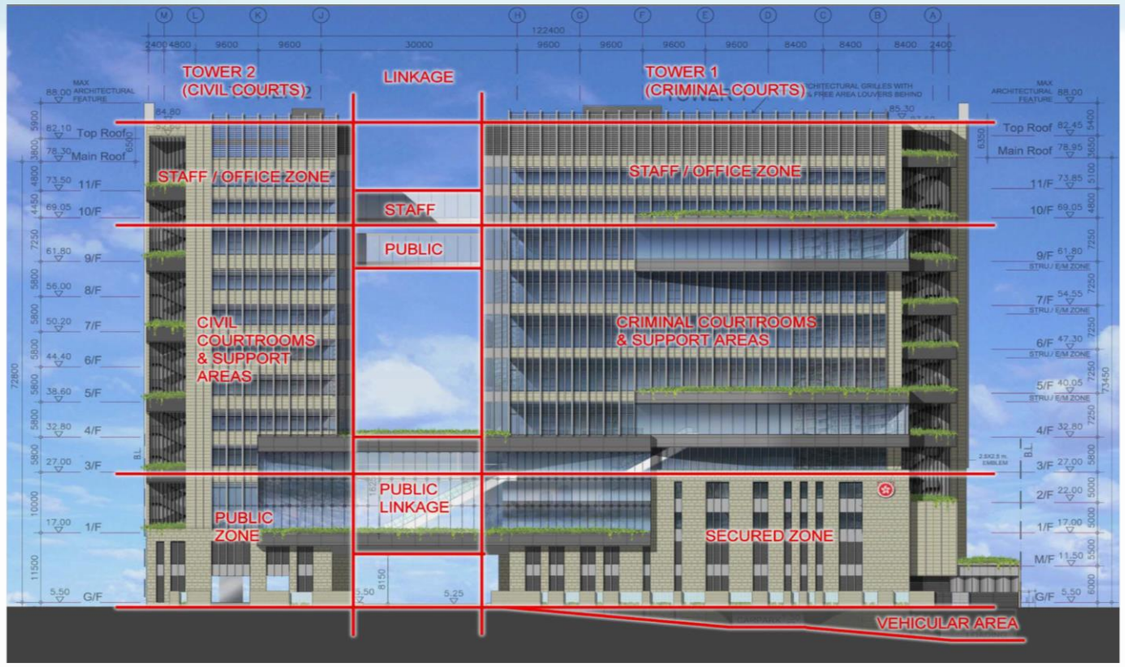
Dr. Francis Neoton CHEUNG
Convenor, Doctoral Exchange
24 July 2019

About Doctoral Exchange

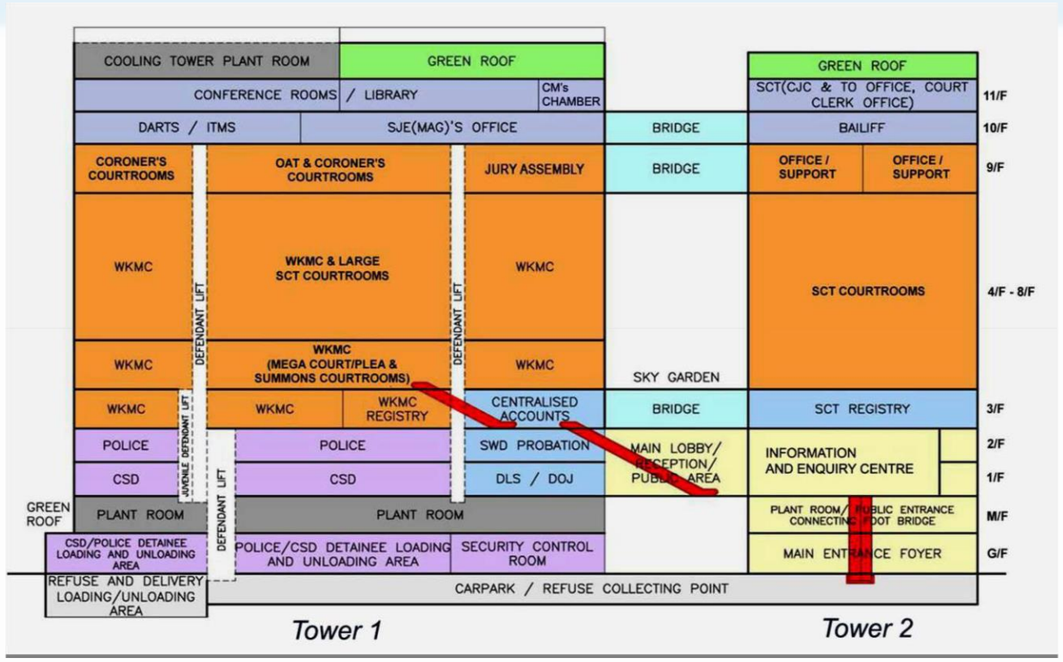
Doctoral Exchange is a local public policy research collective founded in 2010 by a group of doctoral students and graduates with a shared respect for Hong Kong's heritage of excellence and a common conviction in the city's continuing role on the global stage. The founding members were drawn from veteran practitioners with expertise and professional training in disciplines ranging from architecture, urban design, planning, finance, logistics, education, and creative industries.

We meet regularly to discuss the latest hot topics and explore innovative solutions to entrenched challenges. We are committed to conducting research without ideological or political biases in order to identify pragmatic, constructive, outside-the-box solutions for complex issues of concern to the community, with a view to inspire public debate, bridge differences and remove misunderstandings between the citizen and the government. Such an approach is desperately needed as the current space for public dialogue and deliberation has been dominated by special interest obstructionism, fanned by politicians and a media contingent bent on sensationalism rather than clarifying the issues for the public they serve.

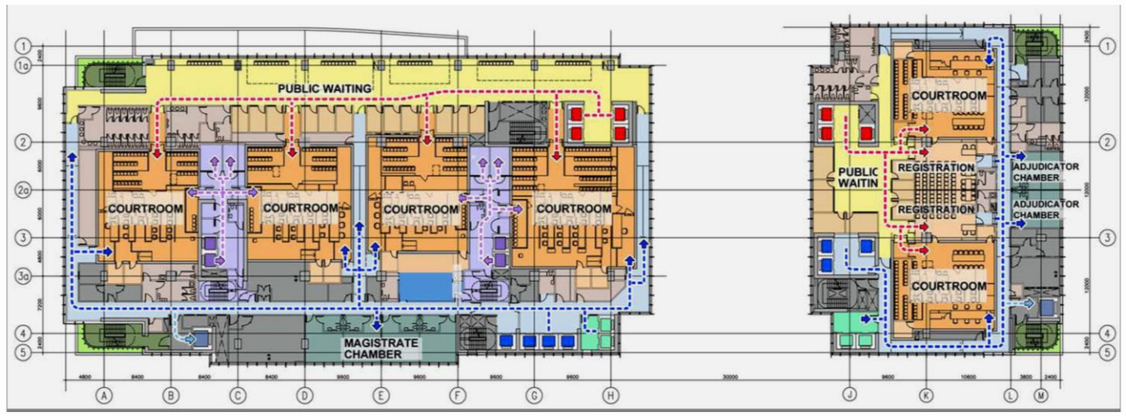
Appendix I - Referencing to West Kowloon District Court



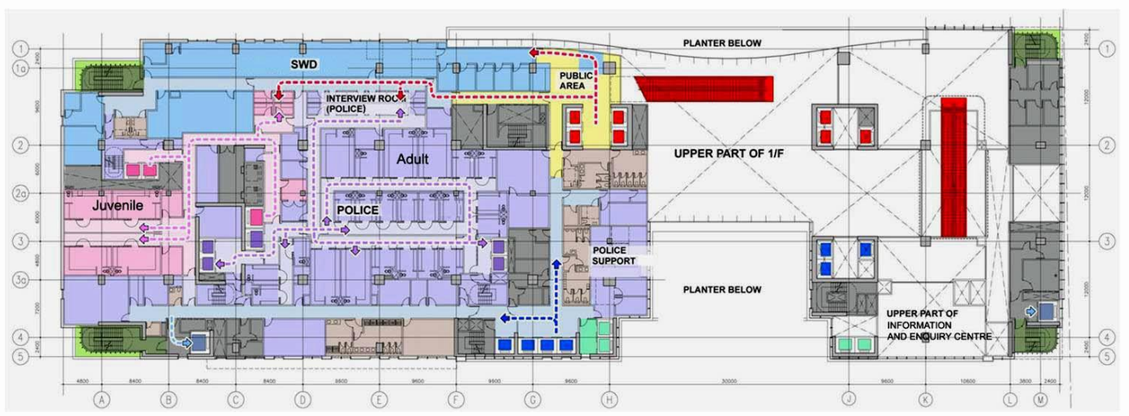
Elevation



Section



Typical floor plan



2/F plan

博士圈 DOCTORAL EXCHANGE

tpbpd

寄件者: [redacted]

寄件日期: 16日06月2019年星期日 23:48

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-36

敬啟者：

本人. 余淑芬 ， 持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

一、在銅鑼灣已有多幢新的商業大廈即將落成，而現有的商業大廈，例如利苑最新的期數，均未顯示飽和跡象。因此本人並不覺得銅鑼灣急需商業用地。其實港九新界各地均有規劃商業用地，為何所有的商業需要都要放在銅鑼灣區？

二、而反對的主要原因是禮頓道交通擠塞，居民以長期飽受塞車困擾，如果把加路連山道用地規劃成商業用地、商場及公眾停車場，所帶來之交通負荷將百上加斤。禮頓道只是一條狹窄的道路，最初的設計並未計及繁重的交通。城規會的提議在加路連山道口設立一個迴旋處，這設計並不會舒緩交通擠塞。

迴旋處一向的作用只是提供較彈性的使用道路方法，並不能解決車輛擠塞的問題。迴旋處在香港各地均有使用，但對於交通擠塞的改善其實作用不大。例如，青衣北橋連接荃灣部份最初也是一個迴旋處，結果長年塞車。最後，是需要把每一個目標地點有一條公路直往該處，即有一條路直通往屯門、荃灣、葵涌及九龍，才能疏導該區的交通問題。

另外一個例子便是九龍塘，該處到處有迴旋處，的確能提供一個彈性的路面使用途徑。但是，每當上下課的時間，九龍塘學校區不是水洩不通嗎？

試問一個狹窄的加路連山道路口，如何可以做到青衣北橋般有數條幹線往各地？加上加路連山道道路狹窄，所能設置的迴旋處亦遠低於標準迴旋處應有的路面闊度及容許長車轉彎的長度。而且的流量亦遠比九龍塘的內街為高。（我們這區也有大量學校和大型屋苑混集，並不是九龍塘般有大量低密度住宅）

議員曾經提及過，如果有長車，其實根本不能通過這狹窄而彎的迴旋處。迴旋處的另外一個弊病是如交通意外便會癱瘓整迴旋處及其有關的道路。

因此，政府須在交通擠塞方面提出更有效的道路設計，在此之前絕不能輕率批出商業用地。

三、在商業用地的設計中，提及有四線車路把加路連山道到東及加路連山道西連接起，聲稱借此便能解決交通擠塞的問題。本人有以下回應：由於所有車輛最後都是回歸到主要道路，即禮頓道，無論加路連山道東西之間道路如何寬闊，也不能解決車輛最後進入禮頓道之問題。

四、據稱政府所謂評估實際交通流量的情況，原來只有一天的數據。究竟是那一天的數據？要知道一年 365 日，如果在暑假、長假期前後、學校假期跟正常日子有很大分別；如果天氣晴朗、和落雨日子亦有天淵之別而且，數據收集時間是大家上班上學的繁忙時間嗎？如果不是量度繁忙時間交通流量，怎能夠知悉真正情況試問單憑一天的數據又如何有足夠資料評估禮頓道的車輛流量呢？難道要居民每天都遲 1 小時上班遲 1 小時回家嗎？其實每天上班時間，整條連道已完全排滿車輛，倒塞上樂活道，甚至倒塞回各屋苑的私家路中，已至連停車場閘口也未能出到。在塞車的日子，由家中停車場出發，經過樂活道、連道、到達禮頓道需時 15 分鐘甚至更長。

五、請問政府曾計算交通流量時，有沒有預計緊急情況？例如消防車如何在擠滿汽車道路上通過？東華東院是一間小醫院，但是如有病人情況轉差，急需轉往較大的醫院，單憑這條狹小的道路如何令救護車順利穿過政府有沒有考慮病人的健康問題？

六、再者、我們居住於銅鑼灣灣仔一帶，絕大部份社區用地均已是商業用地，社區設施貧乏，對我們居民有欠公道。建議商業用地地積比率應降低，增加更多社區區設施在內，取消公眾停車場或改為月租停車場。

懇請政府各部門考慮當區居民的利益，先想出解決方案，和社區討論並達成共識，重新規劃該幅土地。

敬啟者

此致

城規會主席

取得 Outlook for Android

tpbpd

寄件者: [redacted]
寄件日期: 17日06月2019年星期一 2:12
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/20

TPB/R/S/H7/20-37

敬啟者：
本人陳漪蕾持香港居民身分證[redacted]
現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

Sent from my iPhone

tpbpd

寄件者: [redacted]

寄件日期: 27日06月2019年星期四 10:16

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-38

敬啟者：

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]
寄件日期: 28日06月2019年星期五 16:58
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-39

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

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敬啟者

此致

城規會主席
Sent from my iPhone

tpbpd

寄件者: [redacted]
寄件日期: 29日06月2019年星期六 8:44
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-40

黃泥涌分區計劃大綱核准圖編號 S/H7/19

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

寄件日期: 29日06月2019年星期六 9:25

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-41

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 黃毓翔，持香港居民身分證[redacted]現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

寄件日期: 29日06月2019年星期六 11:03

收件者: tpbpd@pland.gov.hk

主旨: 反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃

TPB/R/S/H7/20-42

敬啟者：

本人. 龍麗斯 ，持香港居民身分證[redacted]現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

Sent from my iPhone

tpbpd

寄件者: [redacted]
寄件日期: 02日07月2019年星期二 17:32
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-43

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 馮詩嘉 ，持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted] TPB/R/S/H7/20-44

寄件日期: 04日07月2019年星期四 16:12

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. Christie Chong ，持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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13

敬啟者

此致

城規會主席

tpbpd

寄件者: [redacted]

寄件日期: 28日06月2019年星期五 0:00

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-45

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. Chan yat sun ，持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

Sent from my iPhone

tpbpd

寄件者: [redacted]

寄件日期: 28日06月2019年星期五 0:03

收件者: tpbpd@pland.gov.hk

主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

TPB/R/S/H7/20-46

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. Leung Shuk Han Daisy ，持香港居民身分證 [redacted] 現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

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敬啟者

此致

城規會主席

Sent from my iPhone

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城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-47

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期： 1/7/19

姓名： CHENG YIN TAI
身份證號碼： [redacted]
地址：
電話：
電郵： [redacted]

RECEIVED
- 6 JUL 2019
Town Planning

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-48

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日期: 05 July 2019

RECEIVED
- 6 JUL 2019

姓名: Lee Tsz Ichi
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-49

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Sulcie Lam

日期: 4-7-2019

RECEIVED
- 6 JUL 2019
Town Planning Board

姓名: Sulcie Lam
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北角政府合署 15 樓

TPB/R/S/H7/20-50

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5/7/2019

姓名: 唐漳榔
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RECEIVED
- 6 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-51

逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5/7/2019

RECEIVED
- 6 JUL 2019

姓名: 黃嘉倫
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-52

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5 July 2019

RECEIVED
- 6 JUL 2019

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-53



逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 七-7-2019

姓名: 陳文華
身份證號碼: [redacted]
地址:
電話:
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12

21

城市規劃委員會秘書處
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北角政府合署 15 樓

TPB/R/S/H7/20-54



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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5-7-19. 周稷

日期:

姓名: 周稷
身份證號碼: [redacted]
地址:
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-55



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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鄭志明

日期: 5-7-2019

姓名: 鄭志明
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-56



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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鍾

日期: 5-7-2019

姓名: 鍾展鈞
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-57



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

日期：7-7-2019

姓名：
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香港北角渣華道 333 號
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TPB/R/S/H7/20-58



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

李紅

日期: 05-07-2019

姓名: 李紅
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TPB/R/S/H7/20-59



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

馮海蓮

日期: 5-7-2019

姓名: 馮海蓮
身份證號碼: [redacted]
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北角政府合署 15 樓

TPB/R/S/H7/20-60



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

何先生

日期: 5-7-2019

姓名: 何先生
身份證號碼: [redacted]
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北角政府合署 15 樓

TPB/R/S/H7/20-61



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 4/7/2019

姓名: [redacted]
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TPB/R/S/H7/20-62



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 7-7-2019

姓名:
身份證號碼: [redacted]
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香港北角渣華道 333 號
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TPB/R/S/H7/20-63



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

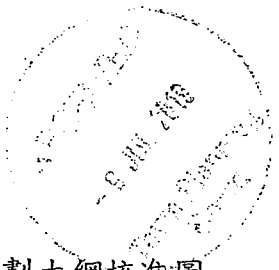
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

姓名: 黃子祥
身份證號碼: [redacted]
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TPB/R/S/H7/20-64



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

姓名: 郭[illegible]
身份證號碼: [redacted]
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電郵:

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TPB/R/S/H7/20-65



逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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郭麗妍

日期: 05-07-2019

姓名: 郭麗妍
身份證號碼: [redacted]
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33

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北角政府合署 15 樓

TPB/R/S/H7/20-66



逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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林家生

日期: 5/10/19

姓名: 林家生
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-67



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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梁仲子

日期: 5/7/2019

姓名: 梁仲子
身份證號碼: [redacted]
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電郵:

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-68



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

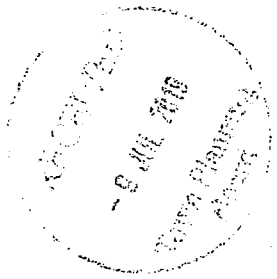
泉

日期: 5-7-2019

姓名: 梁錦泉
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香港北角渣華道 333 號
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TPB/R/S/H7/20-69



逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 05-07-2019

姓名: 梁堯燦
身份證號碼: [redacted]
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電郵:

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北角政府合署 15 樓

TPB/R/S/H7/20-70



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

姓名: 梁兆宇
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-71



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

龍

日期: 5-7-2019

姓名: 龍小燕
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-72



逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

姓名: 王國泰
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-73



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

清

日期: 5-7-2019

姓名: 黃鳳清
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-74



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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楊來源

日期: 5-7-2019

姓名: 楊來源
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-75



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

余

日期: 5-7-2019

姓名: 余家烈
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香港北角渣華道 333 號
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TPB/R/S/H7/20-76



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

姓名: 姚惠良
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TPB/R/S/H7/20-77



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 5-7-19

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-78



逕啟者 :

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 5-7-2019

姓名:
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-79



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 5.7.19

姓名: Cheung Tik Sang
身份證號碼: [redacted]
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TPB/R/S/H7/20-80



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5/7/2019

姓名: Chu Kin Sam
身份證號碼: [redacted]
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-81



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

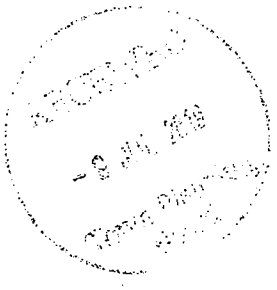
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019

姓名: Kong Chi Fung
身份證號碼: [redacted]
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北角政府合署 15 樓

TPB/R/S/H7/20-82



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 5-7-2019.

姓名: KWAK CHIU MING.
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電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-83



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 05/07/19

姓名: L. Y. [redacted]
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-84



逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

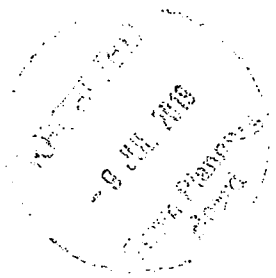
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: TONG WING YIN
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-85



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 8/7/19

姓名: 鄭佩陶

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-86



Date: 9/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

LEE CHI YAN, CONRAD

Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-87



Date: 9/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: ALIANA LEUNG
I/D Card No (The first 4 numbers) : [redacted]
Email:

Traffic is very bad on the weekend and during office hours, it will affect also Tai Hang Road and residence in that area.

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-88



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

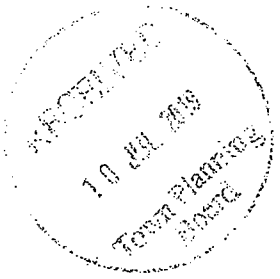
Alice

日期: 9/7/2019

姓名: Alice Poon
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-89



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9 July 2019

姓名: 朱國懷
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-90



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Lui Hin Hung
日期: 10 July 2019

姓名: LUI HIN HUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-91



Date: 9-7-2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Chan Kam Yiu
I/D Card No (The first 4 numbers) : [redacted]
Email:
Tel: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-92



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/19

姓名: 高瑞基
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-93

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: July 10, 19

姓名: Tam Yiu Chi
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-94



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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10/7/2019
日期:

姓名: 陳慶鏘
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-95



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

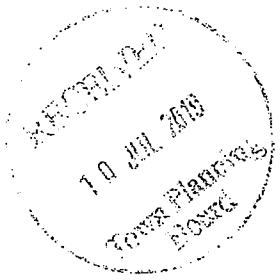
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日期: 9-7-2019

姓名: 王佩嫻
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-96



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9 July 2019

姓名: Ho Pui Sin
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-97



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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2019.7.9
日期:

姓名: PAUL YUEN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-98



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/2019

姓名: TAM WAI MAN IRIS
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-99



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/2019

姓名: TSUI WAI MING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-100

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 9/7/19

姓名: MARIPOSA A. GONYON
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-101



Date: 10/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: CHAN KIN YIP LOUIS
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-102



Date: 9/7/19

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: JEREMY ROBERT KUO
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-103



Date: 9th July 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

SIT WEI BIN
Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

* Future correspondence, pls. in ENGLISH !

Thank you

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-104



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

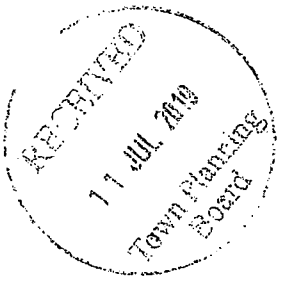
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7月 11日 (19年)
日期:

姓名: 張瑞芳
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

TPB/R/S/H7/20-105

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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9 JULY 2019
日期:

姓名: 劉陳淑華
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-106



逕啟者 ：

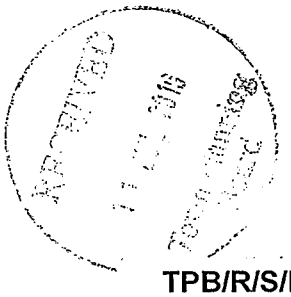
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 10/7/2019

姓名: 陳海雨
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-107

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9/7/2019

姓名: 黃子軍
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-108



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

7/9/2019
日期:

姓名: 李[redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-109

RECEIVED
11 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

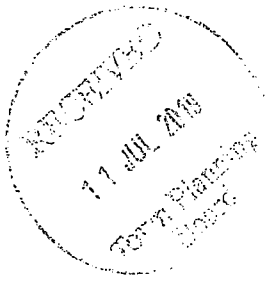
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9.7.2019

姓名: Sheila Wong
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-110



Date: July 9 2014

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Charles Lee
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-111



Date: 7/9/19

Dear Sirs:

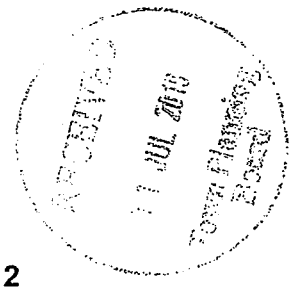
I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Eunice Lee
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 10 July 2019

Dear Sirs: **TPB/R/S/H7/20-112**

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LEUNG So CHING
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 10 July 2019

Dear Sirs:

TPB/R/S/H7/20-113

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Janet Ma
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 2019 July 11

TPB/R/S/H7/20-114

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

CHAN MY ANNE

Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 10th July 2019

TPB/R/S/H7/20-115

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Anna Liu

Name: Ho Liu Kit Fan, Anna V.
I/D Card No (The first 4 numbers) : [redacted]
Email:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-116



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9-7-2019

姓名: 林燕嫻
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-117



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 8 JUL 2019

姓名: CHEUNG CHAK MAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
17 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-118

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

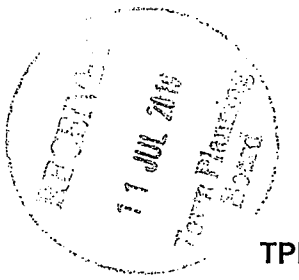
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期：
10 JUL 2019

姓名：Chu Sui Fun
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

94

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-119

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

FU Yuk King

日期: 2019年 7月19日

姓名: FU Yuk King

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者：

TPB/R/S/H7/20-120

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10/7/2019
日期:

姓名: LAM CHUNG LUN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-121



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9 July 2019

姓名: Ma Chan Chi
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-122

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10 JULY 2019

姓名: MA PUI YING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-123



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10/7/2019.

姓名: TANG KWOK WAH
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-124



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: Woo Lui Lui Christine
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 ：

TPB/R/S/H7/20-125

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 2019年7月9日

姓名: 陳柏林

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-126



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Chau Lau Yan

日期: 2019年7月9日

姓名: 陳秀欣

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-127



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10/7/19

姓名: 蔡[redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-128

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10/7/2019
日期:

姓名: 何偉杰
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-129



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

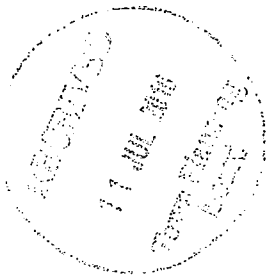
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

July 10 2019
日期:

姓名:何[illegible]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-130



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 2019年7月10號

姓名: 蕭[illegible]
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-131



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 8/7/19

姓名: 黃詠棠
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 10 Jul 2019 **TPB/R/S/H7/20-132**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: CHENG KIT YEE ELEANOR
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-133



Date: 11-07-2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Leung, Justin
I/D Card No (The first 4 numbers) : [redacted]
Email: /

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-134



Date: 11 July 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: RAMON LO
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-135



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

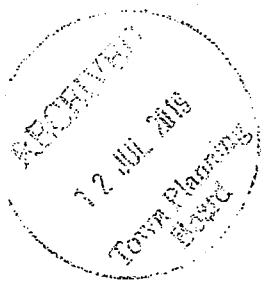
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 10.7.19

姓名: Chau So Wah
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-136



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

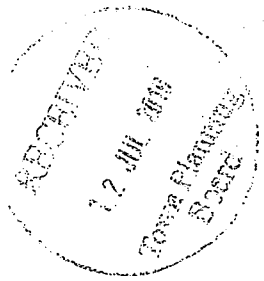
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日期: 12/7/2019

姓名: Lee Kin Man
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-137



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

JULY 11. 2019
日期:

姓名: NG NGAR LEE JULIA
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-138



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

9 July 2019

日期:

姓名: WONG MAN WAI Ester
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-139



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Billy Kwan

日期: 11 JUL 2019

姓名: 關兆權

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-140



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 10. 7. 2019

姓名: 萬玉鳴

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-141



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Lin Poen Yui Fong
日期: 13/7/19

姓名: LIN POEN YUI FONG
身份證頭 4 位號碼: [redacted]
電郵: —

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-142



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/7/2019

姓名: 朱七七月
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-143



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

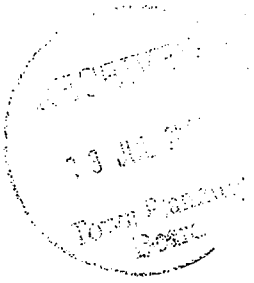
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11 - 8 - 2019

姓名: 翁芳玲
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-144



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11/7/2019

姓名: PANG SUI SUN CONNIE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-145



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11-7-2019

姓名: 陳嘉佑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-146



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 11 2019
日期:

姓名: 陳昌榮
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-147

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 10 July 2019

姓名: SIAW KEE Hock
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-148



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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8/07/2019
日期:

姓名: 譚國樑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-149



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期:

姓名: POON KWOK CHEUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-150



Date: 12/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LAM PEGGY YUET YING
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-151

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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何

日期: 9/7/19

姓名: 何瑞英
身份證號碼: [redacted]
地址: [redacted]
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-152



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12/7/2019

姓名: CHAN CHUI KWAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-153

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12/7/2019

姓名: TAI LOK HO
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-154

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Tai Tat Leung
日期: 12/7/2019

姓名: TAI TAT LEUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-155

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11-7-2019

姓名: TAM CHING TING

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-156



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12-7-2019

姓名: TAM CHI YIN SIMON
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-157

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/7/19 14:01

姓名: HENRY SHEK
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-158

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。 本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

11-7-2019
日期:

姓名: WONG WAI MEI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-159

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/07/2019

姓名: Tam Wing Yu
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-160

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10 July 2019

日期:

姓名:LI KIN KAI THOMAS
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-161

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11-7-2019

姓名: MA [redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-162

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 11, 2019
日期:

姓名: 陳柏熙
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-163

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 11-7-2019

姓名: 陳惠中
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-164

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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2019/7/13
日期:

姓名:趙民娟
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-165

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 11, 2019
日期:

姓名: 劉揚芳
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
13 JUL 2019
Town Planning Board

TPB/R/S/H7/20-166

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13-7-2019

姓名: 吳冠豪

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-167

RECEIVED
13 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期:

姓名:
身份證頭 4 位號碼:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-168

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13-7-2019

姓名: 談慧敏

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-169

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15-7-2019

姓名: Angel Lee
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-170

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13-7-2019

姓名: LAI Bo Cheung
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-171



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15-7-2019

姓名: Danny Tsang
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-172

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019-7-12

姓名: 陳嘉倫
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 13-7-2019

TPB/R/S/H7/20-173

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

張W.葉

Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-174

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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14-07-2019
日期:

姓名: 熊永煒
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 ;
北角政府合署 15 樓

TPB/R/S/H7/20-175



逕啟者 :

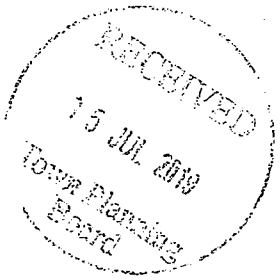
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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14-07-2019
日期:

姓名: 熊宏良
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-176

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

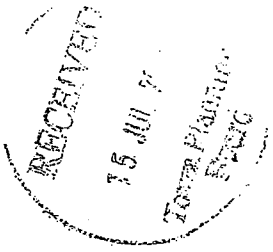
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 2019-7-12

姓名: 羅步浩
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-177



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

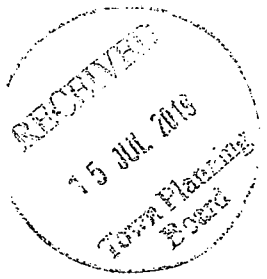
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

13/7/2019
日期:

姓名: 薛樹仁
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-178



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: July 13, 2019

姓名: CHAN CHUN KIT
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-179

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者 :

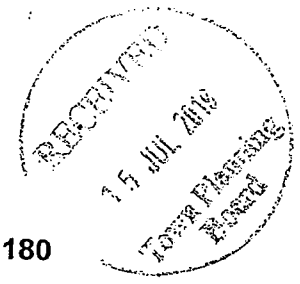
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14 Jul 2019
日期:

姓名: DENNIS FUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 ： TPB/R/S/H7/20-180

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13/7/2019

姓名: HO KIT LING 何潔玲
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-181

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏， 謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15th July 2019

姓名: Lam Pik Ha Eliza
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-182



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14.7.2019

日期:

姓名: SHIRLEY CHENG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 14th July, 2019

Dear Sirs:

TPB/R/S/H7/20-183

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Chan Natalie Ellen
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-184

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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14 July 2019.
日期：

姓名：陳文光 CHAN MAN KWONG.
身份證頭 4 位號碼 [redacted]
電郵：

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-185



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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2019.7.13
日期:

姓名: 陳湛彬
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-186



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13/7/2019

姓名: 黃[illegible]
身份證頭 4 位號碼: [redacted]
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
15 JUL 2019
Town Planning Board

Date: 14 July 2019

TPB/R/S/H7/20-187

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: TOM CHAK CHI
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 13 July 2019

TPB/R/S/H7/20-188

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Annie Mimi Kan
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 13/7/2019

TPB/R/S/H7/20-189

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LAM SUM CHEE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 13 JUL 2019

Dear Sirs:

TPB/R/S/H7/20-190

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LEUNG CHUN FUNG, ALBERT
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-191

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Eric Au

日期: 15 July 2019

姓名: Au Kin On
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
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北角政府合署 15 樓

TPB/R/S/H7/20-192

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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14-7-2019

日期:

姓名: ANDREW TANG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-193

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13/7/2019

姓名: Chan Yat Ping, Shirley
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-194

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12 July 2019

姓名: Cheng Pwee Ling
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-195

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13-7-2019

姓名: CHENG KAM YICK

身份證頭 4 位號碼: [redacted]

電郵 [redacted]

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北角政府合署 15 樓

TPB/R/S/H7/20-196

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15-7-2019

日期：

姓名：DOROTHY TANG
身份證頭 4 位號碼：[redacted]
電郵：[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-197

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12 July 2019

姓名: Jocelyn Grace Chan
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-198

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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13th July 2019
日期:

姓名: KO LAN FUN BETTY
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-199



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15-7-2019

日期:

姓名: LAM SUYIN Sosoph
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
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TPB/R/S/H7/20-200

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期:

姓名:
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-201



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15-7-2019

日期:

姓名: NGAI CHUNMOR IKEN2
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-202

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 14th July 2019

姓名: Dr. Simon Ong, LY 李偉
身份證頭 4 位號碼: [redacted]
電郵 [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-203

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

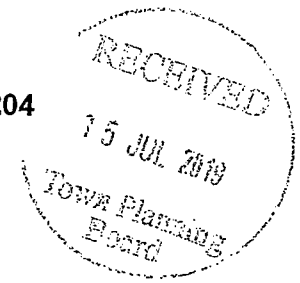
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13/7/19

姓名: Wong Pui Yee Peggy
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-204



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: YIP C.N.
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-205

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11-7-2019

姓名: 陳偉賢
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-206



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 11/7/2019

姓名: 張家肇
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-207

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

李張小華

日期: 2019. 7. 14

姓名: 李張小華
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-208

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

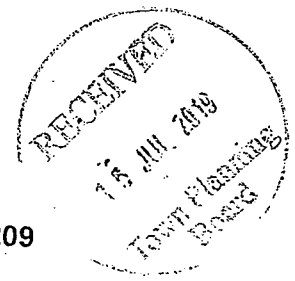
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

李松玲

日期: 14/7/2019

姓名: 李松玲
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 :

TPB/R/S/H7/20-209

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14-7-2019
日期:

姓名: 關秀慧
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-210

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期:

姓名: 辛趙計抹
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
15 JUL 2019
Town Planning Board

TPB/R/S/H7/20-211

逕啟者 ：

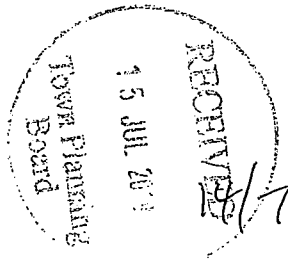
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

14/7/2019
日期:

姓名: 黃金順
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



8/7/19

TPB/R/S/H7/20-212

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Leung Tang Fung Yee

日期:

姓名: LEUNG SHING TAI AND TANG FUNG YEE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-213

逕啟者 :

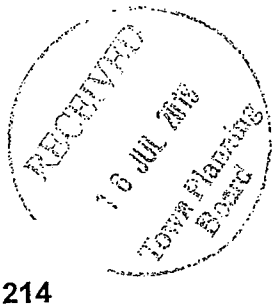
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15/7/2019

姓名: STELLA TSE WAI LAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 ： TPB/R/S/H7/20-214

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12/7/19

姓名: CHONG YUEN SUM
身份證頭 4 位號碼:
電郵: [redacted]

209

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-215

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧，因此本人強烈反對。

14-7-2019
日期:

姓名: 馮愛廉
身份證頭 4 位號碼: [redacted]
電郵: NIL

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-216

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 16-7-2019

姓名: 馬偉邦
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 15th July 2019

TPB/R/S/H7/20-217

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: AU MAN TO
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

212

TPB/R/S/H7/20-218

RECEIVED
16 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 11 Jul 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LAI SZE SHUN
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 11 Jul 2019

TPB/R/S/H7/20-219

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Leung Chun Yee

Name: LEUNG CHUN YEE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 11 Jul 2019

TPB/R/S/H7/20-220

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LEUNG CHI PING
I/D Card No (The first 4 numbers) [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 11 Jul 2019

TPB/R/S/H7/20-221

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LEUNG CHUN LAM
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-222



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12-7-2019

姓名: Chan Shing Kai Henry
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

" 217

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-223



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 16.7.2019

姓名: Lam Ching Yee
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
19 JUL 2019
Town Planning Board

TPB/R/S/H7/20-224

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

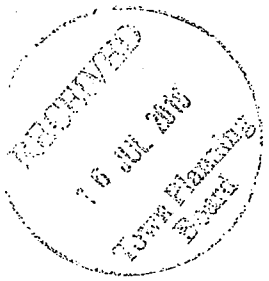
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15/7/2019.

姓名: Lay Esther
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-225



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15-7-2019

姓名: WONG MO SZE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-226



逕啟者：

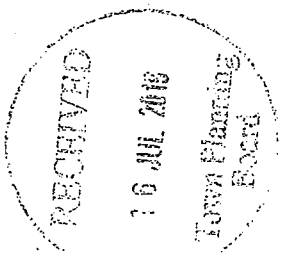
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14/7/2019

姓名: 任之仪
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-227

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13/7/2019

姓名: Wu Tin Yuk
身份證頭 4 位號碼: [redacted]
電郵:

222

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 15 July 2019.

TPB/R/S/H7/20-228

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: CHAN SHEUNG TAN ANDREW
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 14/7/2019

Dear Sirs:

TPB/R/S/H7/20-229

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

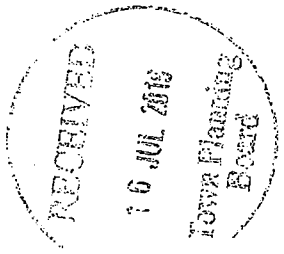
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I wish to put on record my strong objection to this project.

Name: Cheng Mei Hang Amelia
I/D Card No (The first 4 numbers) : [redacted]
Email:

224

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 16/7/2019

Dear Sirs:

TPB/R/S/H7/20-230

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: MAK MAN YUK PATTY
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: _____

Dear Sirs:

TPB/R/S/H7/20-231

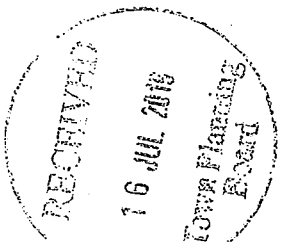
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I wish to put on record my strong objection to this project.

Name: MAK FREDERICK KAM WING
I/D Card No (The first 4 numbers) [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: July 15 2019

Dear Sirs: **TPB/R/S/H7/20-232**

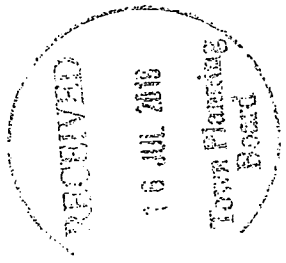
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I wish to put on record my strong objection to this project.

Name: MERCEDES M HIDALGO
I/D Card No (The first 4 numbers) : [redacted]
Email:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 ：

TPB/R/S/H7/20-233

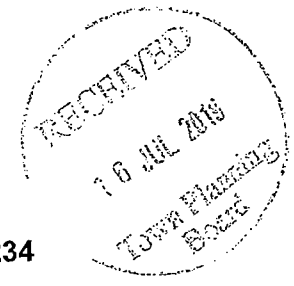
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14 July 2019

姓名: Daisy Ho
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-234

逕啟者 :

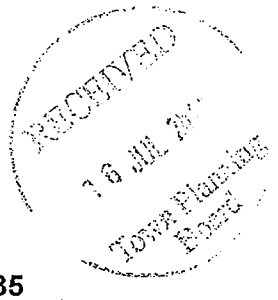
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日期: 14 JULY 2019

姓名: SHERWIN HO
身份證頭 4 位號碼: [redacted]
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 16th July. 2019

TPB/R/S/H7/20-235

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

KW

Name: WONG KIT YING [redacted]
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

231

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-236

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15/7/2019

姓名: 朱俊傑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-237



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14. 7. 2019

姓名: 朱諾熙
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-238



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 16/7/2019

姓名: 高嫦珍
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-239



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15/07/2019

日期:

姓名: 関偉[redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-240



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

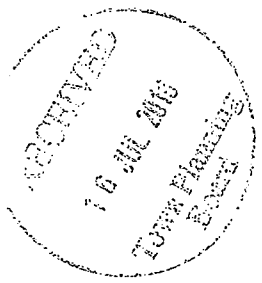
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

11/7/2019
日期:

姓名: 黃蕙卿
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-241



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15-7-2019

日期:

姓名: CHAN SUET MUI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-242



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Rowena

日期: 14/7/2019

姓名: Cheung Yuk Hing Rowena
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-243

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14/7/2019

姓名: Michelle Chu
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-244

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 14 July 2019

姓名: CHUN PING FAI PATRICK
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-245



逕啟者 ：

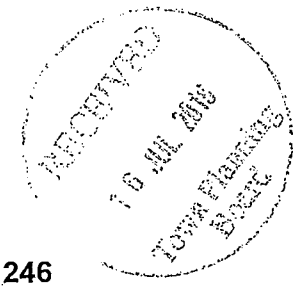
本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 12-7-2019.

姓名: Vicky Fok
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-246

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15 JUL, 2019

姓名: HO CHI LING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-247



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

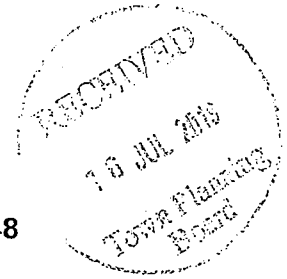
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Natalie

日期: 14 - 7 - 2019

姓名: Kwan Yee Ching Natalie
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-248

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019年 7月 13日

姓名: MINNA LAI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-249

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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~~15/7/2019~~
日期: 15/7/2019

姓名: CHUNG SHU WAH
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-250



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10/7/2019
日期:

姓名: P.K. Li
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-251

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15 July 2019

姓名: LI FOO CHUN JEAN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

[redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-252



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

11/7/19
日期:

姓名: Lee Loi Chu
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-253



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 14.07.2019.

姓名: MARIA SIT [redacted]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-254

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Lestr

日期: 13/7/19

姓名: Hui Long Kiu Lester
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 13 - 7 - 2019

TPB/R/S/H7/20-255

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Leslie

Name: Hui Long Man Leslie
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

TPB/R/S/H7/20-256

Date: 13-7-19

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: AMANDA HUI
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 12th July 2019

TPB/R/S/H7/20-257

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Eddie Hui

Name: Eddie Hui
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: July 12, 2019

TPB/R/S/H7/20-258



Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Andrea Yu
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-259

RECEIVED
16 JUL 2019
Town Planning Board

Date: July 12, 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: HO WAI MING, ELLIE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-260

RECEIVED
16 JUL 2019
Town Planning Board

Date: July 12, 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

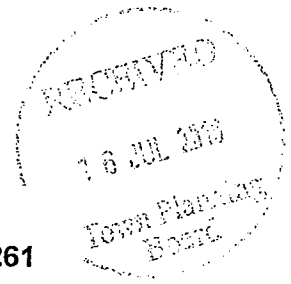
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I wish to put on record my strong objection to this project.

Stephanie Lam

Name: LAM MING CHUNG, STEPHIE
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: July 12, 2019

TPB/R/S/H7/20-261

Dear Sirs:

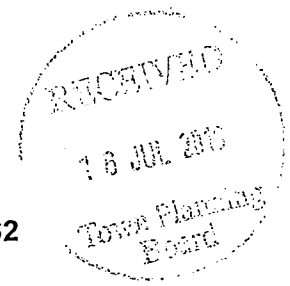
I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LAM SHU FUNG, CLAYTON
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: July 12, 2018

Dear Sirs: **TPB/R/S/H7/20-262**

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: LAM Yat Fung, Marcus
I/D Card No (The first 4 numbers) : [redacted]
Email [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: July 12, 2019

TPB/R/S/H7/20-263



Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

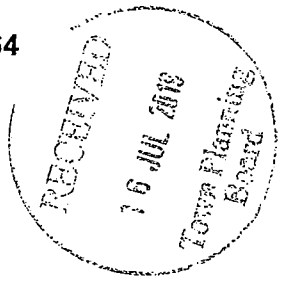
I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: LAM FEI CHIU
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

TPB/R/S/H7/20-264

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 12/7/19

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: TAM HO CHI
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

TPB/R/S/H7/20-265

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 15/JUL/2019

姓名: Yung Kam Yim

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: 16 JUL 2019 **TPB/R/S/H7/20-266**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

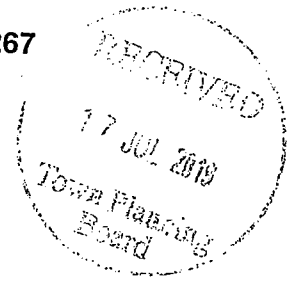
I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: YEE-Tak Chow
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 号
北角政府合署 15 樓

TPB/R/S/H7/20-267



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

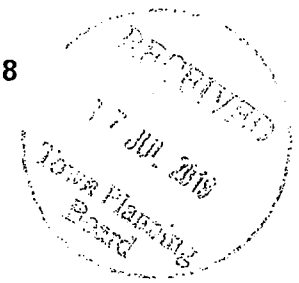
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日期: 16 Jul, 2019

姓名: 陳振源
身份證頭 4 位號碼:
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-268



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 16/7/2019

姓名: 唐智謙
身份證頭 4 位號碼: [redacted]
電郵: /

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-269



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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13/7/2019
日期:

姓名: CHAN WAI YEE CECILIA
身份證頭 4 位號碼: [redacted]
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offic **TPB/R/S/H7/20-270**
333 Java Road, North Point, Hong K___

RECEIVED
17 JUL 2019
Town Planning Board

Date: 16 July 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

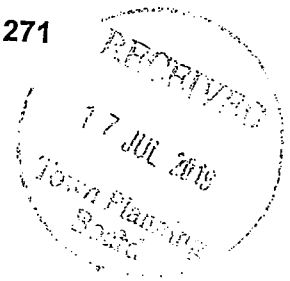
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I wish to put on record my strong objection to this project.

Name: TONG WAI MAN ZARINO
I/D Card No (The first 4 numbers) : [redacted]
Email:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-271



Date: 16 July 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: CHAN KUK TUEN
I/D Card No (The first 4 numbers) :
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 :

TPB/R/S/H7/20-272

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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15/7/19

日期:

姓名: 任碧燕

身份證頭 4 位號碼: [redacted]

電郵:

269

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

TPB/R/S/H7/20-273

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

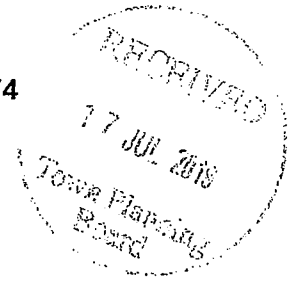
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July 16, 2019
日期:

姓名: 陳弼鑑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-274



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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張

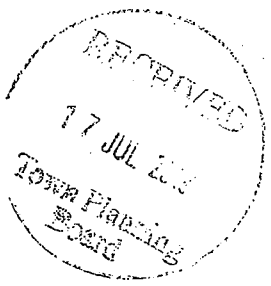
日期: 17-7-2019

姓名: 張紹妹
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

271

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-275



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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July 16, 2019
日期:

姓名: 梁鳳開
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-276

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

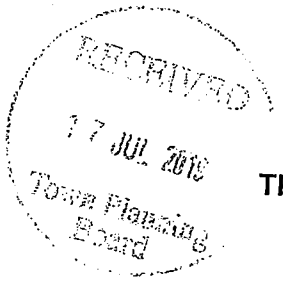
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

2019 07 17

日期:

姓名: 余順禮
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-277

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14 July 2019

姓名: TSANG SUI CHEONG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



逕啟者 ：

TPB/R/S/H7/20-278

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 12/7/2019

姓名 CHAN MAN Fai
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-279

RECEIVED
17 JUL 2019
Town Planning Board

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Lau Yee Lam

日期: 14 July 2019

姓名: LAU YEE LAM
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
17 JUL 2019
Town Planning Board

TPB/R/S/H7/20-280

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

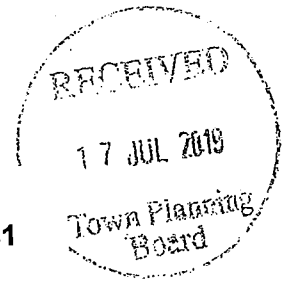
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Stephen Ngan
15/7/2019

日期:

姓名: NGAN HON CHING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong



Date: July 15, 2019

TPB/R/S/H7/20-281

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

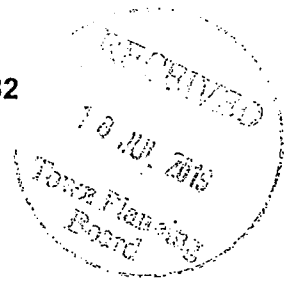
Albert Shu

Name:
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

278

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-282



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 15 July 2019

姓名: Lizalee
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-283

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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何

日期: 6-7-2019

姓名: 何耀垣
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-284

RECEIVED
16 JUL 2019
Town Planning Board

逕啟者：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 6-7-2019

姓名:
身份證號碼: [redacted]
地址:
電話:
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-285



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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18/7/2019
日期:

姓名: CHAN CHI TONG
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-286

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者 ：

本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖(OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 06.07.2019

姓名: Ho Shing Yau
身份證號碼: [redacted]
地址:
電話:
電郵:

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

RECEIVED
16 JUL 2019
Town Planning Board

Date: 12/7/2019

Dear Sirs:

TPB/R/S/H7/20-287

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: PO Wing Kay, Vicky
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-288

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

R.S.

日期: 17.07.2019

姓名: ROGER SO
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-289

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 14-7-2019

姓名: WONG WING
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-290

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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16-7-2019
日期:

姓名: 張鳳妍
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-291

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

15-7-2019

日期: 15-7-19

姓名: 黃一鳴

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

RECEIVED
18 JUL 2019
Town Planning Board

TPB/R/S/H7/20-292

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 16/07/2019

姓名: 黃興傑
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-293

RECEIVED
18 JUL 2019
Town Planning Board

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Yutatway

日期: 14-7-2019

姓名: 余傻恵
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-294

Date: 20 JUL 2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

RECEIVED
22 JUL 2019
Town Planning Board

Name: Yee Jia Qiao Julian
I/D Card No (The first 4 numbers) : [redacted]
Email:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-295

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 19.7.2019

姓名: CHOW YUEN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 18 July 2019 **TPB/R/S/H7/20-296**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Sofie

Name: SUBIATUN
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
19 2019
Town Planning

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-297

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 19/7/19

姓名: Wong William
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-298

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 18-7-2019

姓名: YAO DIN FANG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-299

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 18-07-2019

姓名: Leung King Wai
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-300

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 18-07-19

22 JUL 2018

姓名: 梁雲盈
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 17/7/2019

TPB/R/S/H7/20-301

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Leung

Name: LING SUK FAN
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

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22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-302

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 22/7/19

姓名: Lai Yiu Fai
身份證頭 4 位號碼: [redacted]
電郵:

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22 JUL 2019
Town Planning Board

463

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-303

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

周仲文

日期: 19/7/19

姓名: 周仲文
身份證頭 4 位號碼: [redacted]
電郵:

RECEIVED
19 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-304

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

18-7-2019
日期:

姓名: Kwok Shiu Ling
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

466

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-305

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

12 July 2019
日期:

姓名: Mary LEE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

19 JUL 2019

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 18/07/19

TPB/R/S/H7/20-306

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Chan Chi Hung Wesley [redacted]
I/D Card No (The first 4 numbers) :
Email: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

468

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 16/7/2019

TPB/R/S/H7/20-307

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Chan Yuk Ching

Name: CHAN YUK CHING
I/D Card No (The first 4 numbers) [redacted]
Email: [redacted]



Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: July 15, 2019

TPB/R/S/H7/20-308

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: CHAN LING HOI
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

470

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20 July 2019 **TPB/R/S/H7/20-309**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Sharene

Name: Sharene Mak
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

471

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 18 July 2019

TPB/R/S/H7/20-310

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Natalee

Name: CHAN CHIU WING
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

472

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20 July 2019

TPB/R/S/H7/20-311

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

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I wish to put on record my strong objection to this project.

Name: Chan Ching Yee
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
22 JUL 2019
Town Planning Board

474

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-312

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 7/24/2019

姓名: 彭郁榮
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
22 JUL 2019

475

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-313

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

16 July 2019
日期:

姓名: CHAN MAN TUEN IRENE
身份證頭 4 位號碼 [redacted]
電郵: [redacted]

RECEIVED
19 JUL 2019
Town Planning Board

476

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-314

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 13 Jul 2019

姓名: Christina Chan
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019
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城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-315

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

L W Ting

日期: 16-7-2019

姓名: LWTING

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

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19 JUL 2019
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478

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-316

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 18.7.2019

姓名: CHENG BEATRICE
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-317

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

July 18, 2019.
日期:

姓名: 林漢銘
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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北角政府合署 15 樓

TPB/R/S/H7/20-318

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019年 7月18日

姓名: 陳嘉信
身份證頭 4 位號碼: [redacted]
電郵: [redacted]



城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-319

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

July 18, 2019.
日期:

姓名: 鄭雪兒
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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19 JUL 2019
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-320

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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7-7-2019

日期:

姓名: 譚潔華

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-321

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 17/7/19

姓名: 宋若蕴
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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20 JUL 2019
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-322

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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20/7/2019
日期:

姓名: 何[illegible]
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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20 JUL 2019
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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-323

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 18 July 2019

姓名: CHAN KING CHI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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20 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-324

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: July 18th 2019

姓名: Anna Cheung
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
20 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-325

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 17/7/19

姓名: Johnny Wei
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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20 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-326

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 18-7-2019

姓名: 黃惠娜
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-327

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 19/7/19

姓名: 霍新基
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-328

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 20 July 209

姓名: 雷綺雯
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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香港北角渣華道 333 號
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TPB/R/S/H7/20-329

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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江石葉玉珍

日期: 7月13日

姓名: 江碟珍
身份證頭 4 位號碼: [redacted]
電郵: /

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-330

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13/7/2019

姓名: 王伯生 BS
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-331

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 2019年7月12日

姓名: 王志龍
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-332

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 13 Jul 2019

姓名: CHEUNG LAI KUEN HERMIA
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-333

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。而且樂活道乃本區居民唯一出入之通路，如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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Alexwong

日期: 19/7/2019

姓名: WONG Ho Ching ALEX
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-334

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 19 July 2019

姓名: Chen Yeung Michelle
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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Town Planning Board

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香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-335

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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日期: 22/7/2019

姓名: Flora Fan
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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TPB/R/S/H7/20-336

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期： 17.07.2019

姓名： ANNIE WONG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
18 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-337

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 二九年七月二十日

姓名: 區月姬
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
23 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-338

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 9-7-2019

姓名: 朱慶

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

RECEIVED
23 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20th JULY 2019

TPB/R/S/H7/20-339

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Mr HO, HOK FAI
I/D Card No (The first 4 numbers) [redacted]
Email: [redacted]

RECEIVED
23 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

TPB/R/S/H7/20-340

Date: 20/7/2019

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Albert Wong
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
23 JUL 2019
Town Planning Board

618

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-341

逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

22-7-2019

日期:

姓名: 馬保貞
身份證頭 4 位號碼: [redacted]
電郵:

RECEIVED
24 JUL 2019
Town Planning Board

Town Planning Board Secretariat
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Date: 20/7/2019 **TPB/R/S/H7/20-342**

Dear Sirs:

I am a resident of Beverly Hill on Broadwood Road, Happy Valley. I strongly oppose Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, on the grounds that there is already very heavy traffic congestion along Broadwood Road in the downhill direction towards Causeway Bay, especially during Saturdays around mid-day, and on public holidays. If the proposed re-development is to go ahead as per the Town Planning Board's amendments, it will only aggravate the traffic congestion problem. Moreover, since Broadwood Road is the only access road for estates along Broadwood Road, heavily congested traffic could hinder emergency vehicles accessing or leaving estates along the road. Accordingly, this development may cause a serious threat to the safety and well-being of residents in the area.

I would also point out that owners and residents in the area has not been adequately consulted on the said re-development plan. We understand that the traffic impact assessment included in the Planning Department's submission was based solely on a cursory traffic study conducted over two days more than two years ago, before Hysan Place 3 was completed and occupied. I believe that any conclusion that the traffic impact is "acceptable" based only on such incomplete data is irresponsible and unacceptable, and it completely ignores the interests and safety of residents in the area.

I wish to put on record my strong objection to this project.

Name: Amandali King Sze
I/D Card No (The first 4 numbers) : [redacted]
Email: [redacted]

RECEIVED
24 JUL 2019
Town Planning Board

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-343

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

日期: 22.7.2019

姓名: Tiffany Wei
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

RECEIVED
24 JUL 2019
Town Planning Board

849

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-344



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

該發展計劃並未進行"可持續發展"評估(包括社會，經濟及環境評估)由其是對社區影響的評估，小型政府大型規劃都要進行這項評估。(Social Impacts.)
灣仔區議會亦反對這項計劃，謹望有關當局作全面諮詢才決定這項規劃。

日期: 8-7-2019

姓名: LAI KAM CHEUNG
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

Mail: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-345



逕啟者 :

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

現在有關道路已經擠塞，影響本區居民生。

日期: 8 Jul 2019

姓名: POW SIU CHUEN

身份證頭 4 位號碼: [redacted]

電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-346

RECEIVED
10 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

10 July 2019
日期:

姓名: 何穗祺
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓



TPB/R/S/H7/20-347

逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

本人提議應重新發出民意調查
並派專業人仕再作評估，此項
計劃萬萬不能批出或通過，
其嚴重性將會無法估計，尤其
影响樂活道及渣甸山
一帶的交通及安全。

日期:

姓名: 蕭珊德
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-348



逕啟者 ：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

道路沒有改善，隨便增加大量公家停車位。使道路負上加分，增加負荷製造擠塞。又不善用南華會停車場及加強違例泊車等....

日期: 11/07/2019

姓名: Eddy Lau
身份證頭 4 位號碼: [redacted]
電郵:

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

TPB/R/S/H7/20-349



逕啟者 :

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11 JUL 2019
日期:

姓名: 霍明德
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

For example, Lee Garden 3 car park often has cars queuing up to enter during weekends. With cars illegally stopped on one side of the street already, this has caused traffic jam.

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RECEIVED
13 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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11-July-2019
日期:

SIU CHIN PONG
姓名:
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

① 尤其於每天之早上返工時段及下午約 4~5 PM 時段經常塞車要 15~20 分鐘才可以人從北角到山開車到保良局！

② 要改善，並不要再加負荷。

THANKS

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TPB/R/S/H7/20-351

RECEIVED
15 JUL 2019
Town Planning Board

逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。 如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。

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13 Jul 2019
日期:

本在樂活道居住了12年，
一直以來，下山都是在
繁忙時段水洩不通：-
一平日特別是下午放學時段。
一星期六日午、晚餐
時段。

姓名: WONG YUET MAY YUMI
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

樂活道下山流量
直接亦影响了比
華利山及樂翠台
出車，因前無去路，
回屋苑的車駛入
又塞死。此新發展
計劃絕不可行，因位
置正是下山的樽頸位

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TPB/R/S/H7/20-352



逕啟者：

本人為 跑馬地樂活道比華利山之住戶。本人強烈反對城規會於 2019 年 5 月 24 日就黃泥涌分區計劃大綱核准圖 (OZP No. S/H7/19)提出的修訂，原因是樂活道下山往銅鑼灣方向已經常塞車，尤以星期六或假日近中午時段為甚。如根據該發展計劃於連道/加路連山道/禮頓道興建大型商業發展項目連同大量公眾停車位，勢必令到樂活道的交通更加水洩不通，大大影響該區居民的出入。 而且樂活道乃本區居民唯一出入之通路， 如樂活道嚴重擠塞，甚至緊急車輛亦無法前往或離開樂活道的屋苑，因此這項發展計劃實有可能影響本區居民之安全。
其實，星期一至五的下午四時多至六時多亦十分擠塞！
查該項發展計劃並未充分向樂活道及渣甸山的居民作充分諮詢。 規劃署提交的交通影響評估簡陋粗疏，謹憑兩年多前之兩天(2017 年 3 月 9 日及 10 日)的行車數據，便妄下定論，認為該計劃對當地交通的影響屬「可接受」，實罔顧本區居民的利益及安全於不顧， 因此本人強烈反對。

Cheung KT

日期: 15/7/2019

姓名: CHEUNG KAM TO
身份證頭 4 位號碼 [redacted]
電郵: [redacted]

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

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逕啟者 :

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日期: 19/7/2019

姓名: Yuen Tung Ping
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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22 JUL 2019
Town Planning Board

古騰的交通設施
由比華利山及樂翠台日於校警上學之下午
時段最少花半小時才可至銅鑼區
請多用監察道路 CCTV 了解

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城市規劃委員會秘書處
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北角政府合署 15 樓

TPB/R/S/H7/20-354

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日期: 21. 7. 2019

姓名: CHENG CHI HUEN
身份證頭 4 位號碼: [redacted]
電郵: [redacted]

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日期: 18-7-2019

姓名: 鄭秀格
身份證頭 4 位號碼: [redacted]
電郵:

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19 JUL 2019
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(另見二頁)

1/3

本人深信贵局在同姓每个项目，必会搜集大量数据去分析並平衡各方利益。
以下有些意見，希望你能考慮：

交通：在逆仪哭展区（下稱"A"），有一个巴士站（有10條路線，来自將軍澳、西貢、大山及東区）和專線小巴（56，56A）。
巴士站对出的一段馬路是附近比較宽闊，但依然非常塞車及空氣污染。
新建4座大樓及600停車位，是否仍可容納？
礼頓道的另一條線（前面）亦有多條巴士線（包括由東院道、大球場、東区、西区...）前往東區。
亦有多條小巴線来往跑馬地或西区，數经礼頓道、穿過小街，前往銅鑼湾市中心或地鉄站。

交通是一个網络。礼頓道往西行是通去香港仔隧道及海底隧道。
大型車必定波及附近地區。
事實上，巴士公司及運輸署掌握交通的大數據。相信貴局可以由它們取得交通流量（包括不同日子、時段、特別天氣情況、及有大型活动情況）

停車場

至於停車場，它是方便人到工作/居所/購物/接駁其他大型運輸系統(如地鐵)，計劃在"A"建600停車位，是否真有需要，還是證學亮數？

商廈

利苑附近及禮頓道"A"向東行現仍有大量"舊樓"，它們極有重建价值，所以建議在"A"建商業大廈，會否使區內加多人流，車流，導致大塞車，嚴重空氣污染及大量噪音。

法院

印象中的法院是古雅建築，只有數層，前面有大廣場，出入法院除了工作人員，証人，律政人員，政府官員，囚車，警車，傳媒，等等，遇上大案件或有爭議性事件，可能有大型示威，在保安上，法院是否要有大廣場及多條特別通道，在"A"建法院，是否安全？再者，連道有小學，幼兒院，遇有大示威，是否會嚇怕小朋友呢？

古樹

本港有樹樹木都，足以証明樹木珍貴，"A"區內有大批古樹，如果要遷移，它們是否可以續繼好好生長？新建高樓大廈的地基也會好礙老樹根生長！

故此，本人希望"A"可以改建成公園，保留古樹，保留一個鬧市旁的小綠地，謝謝！

3/

tpbpd

寄件者: [redacted]

寄件日期: 19日07月2019年星期五 15:27

收件者: tpbpd@pland.gov.hk

主旨: 轉寄: 有關城規會黃泥涌分區計劃大綱核准圖編號S/H7/20的修訂項目

附件: 20190719152049039.pdf

TPB/R/S/H7/20-356

From : [redacted]
WONG LAI FONG

從 Outlook 傳送

城市規劃委員會
地址：香港北角渣華道 333 號北角政府合署 15 樓
電話：2231 4810, 2231 4835
傳真：2877 0245, 2522 8426
EMAIL: tpbpd@pland.gov.hk

有關城規會黃泥涌分區計劃大綱核准圖編號 S/H7/20 的修訂項目

本人現就黃泥涌分區計劃大綱核准圖編號 S/H7/20 的修訂項目提出反對：

- 銅鑼灣內，加路連山道、樂活道、摩頓臺及連道一帶的交通現已非常堵塞，預計是次項目不論在興建中或完成後，都會為樂活、天后、大坑、渣甸山、跑馬地、司徒拔道帶來沉重的負擔，嚴重影響附近的交通。規劃署早前提交的報告，未能完全反映真實的情況。再者，計劃中新增的停車場會吸引不少外來的車流，這顯然無助解決銅鑼灣現在交通堵塞的問題。
- 是次改劃計劃，包括了把現有土地改劃作商業用途，但環顧銅鑼灣四周早已有大量商業用地。而規劃署早前又批准了數個大型的改劃項目，包括：怡東酒店改劃、皇冠假日酒店改劃和已落成的利園三期等，另外還有五個中型的改劃項目。由此可見，銅鑼灣的商業用地數目一直有增無減，本人實不明白為何現在又要增加兩幢甲級商廈。
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此致
城市規劃委員會

[redacted]

姓名：WONG LAI FONG
簽名：
日期：July 18 2019

tpbpd

[redacted]

TPB/R/S/H7/20-357

寄件者: [redacted]
寄件日期: 13日07月2019年星期六 11:09
收件者: tpbpd@pland.gov.hk
副本: [redacted]
主旨: S/H/19A
附件: Tai Hang Terrace.pdf

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中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China

灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

城市規劃委員會
地址：香港北角渣華道 333 號北角政府合署 15 樓
電話：2231 4810, 2231 4835
傳真：2877 0245, 2522 8426
EMAIL: tpbpd@pland.gov.hk

有關城規會黃泥涌分區計劃大綱核准圖編號 S/H/19A 的修訂項目

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- 銅鑼灣內，加路連山道、樂活道、摩頓臺及連道一帶的交通現已非常堵塞，預計是次項目不論在興建中或完成後，都會為樂活、天后、大坑、渣甸山、跑馬地、司徒拔道帶來沉重的負擔，嚴重影響附近的交通。規劃署早前提交的報告，未能完全反映真實的情況。再者，計劃中新增的停車場會吸引不少外來的車流，這顯然無助解決銅鑼灣現在交通堵塞的問題。
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此致
城市規劃委員會

姓名：CHOW WING SUN
屋苑：[redacted]
日期：13 Jul 2019

香港銅鑼灣耀華街 21 號華耀商業大廈 605室
Unit 605, Workingview Comm Bldg, 21 Yiu Wa Street, Causeway Bay, Hong Kong
電話 Tel: (852) 3708 8599 傳真 Fax: (852) 3708 8589 電子郵件 E-mail: ansonlamdc@gmail.com

0003/0003
TPB/R/S/H7/20-358
Urban
16/07/2019 10:58AM FAX

城市規劃委員會
地址：香港北角渣華道 333 號北角政府合署 15 樓
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傳真：2877 0245, 2522 8426
EMAIL：tpbpd@pland.gov.hk

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關於城規會黃泥涌分區計劃大綱核准圖編號 S/H7/20 的修訂項目

本人現就黃泥涌分區計劃大綱核准圖編號 S/H7/20 的修訂項目提出反對：

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此致
城市規劃委員會

[redacted]
姓名：黃嘉麗
簽名：[signature]
日期：14-7-2019

0001/0003
TPB/R/S/H7/20-359
Urban
16/07/2019 10:58AM FAX

城市規劃委員會
地址：香港北角渣華道 333 號北角政府合署 15 樓
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EMAIL：tpbpd@pland.gov.hk

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此致
城市規劃委員會

[redacted]
姓名：張倩欣
簽名：
日期：2019/7/13

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China

灣仔區議會 Wan Chai District Council
林偉文議員 District Councillor Anson Lam

TPB/R/S/H7/20-360

城市規劃委員會
地址：香港北角渣華道333號北角政府合署15樓
電話：2231 4810, 2231 4835
傳真：2877 0245, 2522 8426
EMAIL: tpbpd@pland.gov.hk

有關城規會黃泥涌分區計劃大綱核准圖編號S/H/19A的修訂項目

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此致
城市規劃委員會



姓名：梁康強
屋苑：[redacted]
日期：18/7/2019

香港銅鑼灣耀華街21號華耀商業大廈605室
Unit 605, Workingview Comm Bldg, 21 Yiu Wa Street, Causeway Bay, Hong Kong
電話 Tel: (852) 3708 8599 傳真 Fax: (852) 3708 8589 電子郵件 E-mail: ansonlamdc@gmail.com

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中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
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灣仔區議會 Wan Chai District Council
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EMAIL: tpbpd@pland.gov.hk

TPB/R/S/H7/20-361

有關城規會黃泥涌分區計劃大綱核准圖編號 S/H/19A 的修訂項目

本人現就黃泥涌分區計劃大綱核准圖編號 S/H/19A 的修訂項目提出反對:

- 銅鑼灣內，加路連山道、樂活道、摩頓臺及連道一帶的交通現已非常堵塞，預計是次項目不論在興建中或完成後，都會為樂活、天后、大坑、渣甸山、跑馬地、司徒拔道帶來沉重的負擔，嚴重影響附近的交通。規劃署早前提交的報告，未能完全反映真實的情況。再者，計劃中新增的停車場會吸引不少外來的車流，這顯然無助解決銅鑼灣現在交通堵塞的問題。
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60年前一条大坑道，60年後又是同一条大坑道
但60年後今天居民已增加100倍。
何解還要在大坑道
周边增建高層樓宇？

此致
城市規劃委員會

REC'D
24 JUL 2019
Town Planning Board

姓名：Lo Suet Ying
屋苑：[redacted]
日期：July 20, 2019

689

香港銅鑼灣耀華街 21 號華耀商業大廈 605 室
Unit 605, Workingview Comm Bldg, 21 Yiu Wa Street, Causeway Bay, Hong Kong
電話 Tel: (852) 3708 8599 傳真 Fax: (852) 3708 8589 電子郵件 E-mail: ansonlamdc@gmail.com

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): Au MAN To

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才算有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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簽署：
Signature:

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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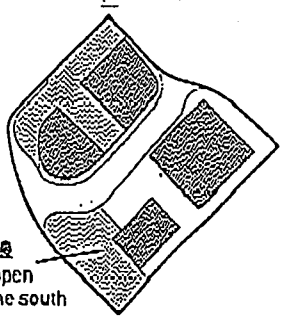
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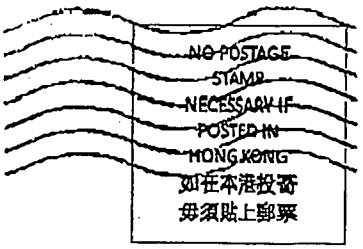
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

[redacted]

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-363

姓名（與身分證相同）： CHAN KIT WANG
Full Name (As printed in ID Card):

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, Chan Kit Wang hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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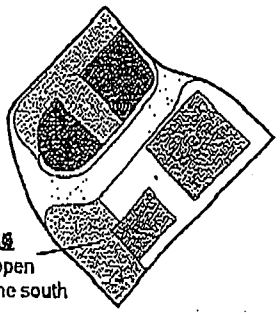
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附圖一
Figure 1



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HONG KONG 28 JUL 19

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

2103

20190703

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-364

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN CHI WAI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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電郵：
Email Address: [redacted]

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簽署：
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☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

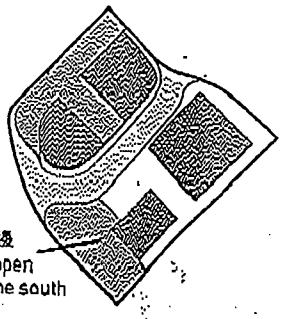
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☐ Shelve the plan to relocate the GMB terminus.

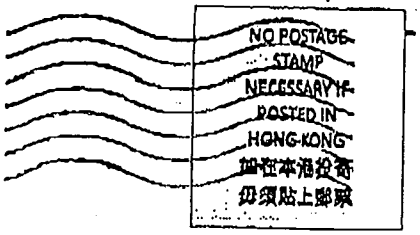
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190703

TPB/R/S/H7/20-365

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LUI CHUN CHUN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 LUI CHUN CHUN 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

295

☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

I hereby request the Town Planning Board to:

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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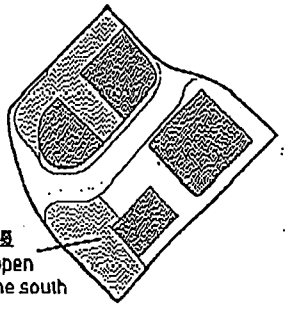
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☑ 擱置小巴站搬遷的建議。

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

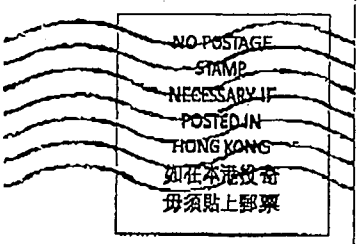
附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
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高威樓9樓F室

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(2)

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請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-366

姓名（與身分證相同）：
Full Name (As printed in ID Card): 范儁

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

地址：
Home Address: [redacted]

電話：
Phone No.: [redacted]

電郵：
Email Address:

簽署：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 范儁 授權楊雪盈議員辦事處為此申述的代理人。
I, _____ hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

- [x] 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、地馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
- [x] 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
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- [ ] Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.
- [ ] The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.
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其他理由 Other Reasons:

本人要求：

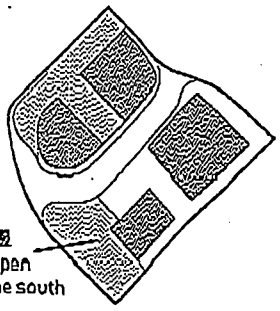
- [x] 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
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- [x] 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
- [x] 將開放空間改為毗於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）
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I hereby request the Town Planning Board to:

- [ ] Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.
- [ ] Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.
- [ ] Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.
- [ ] Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)
- [ ] Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.
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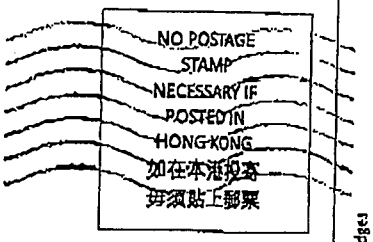
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附圖一
Figure 1



摺疊 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190709

20190709

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-367

姓名（與身分證相同）：
Full Name (As printed in ID Card): FUNG Ho SAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

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☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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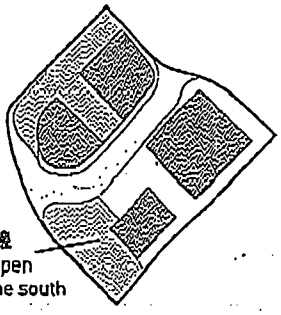
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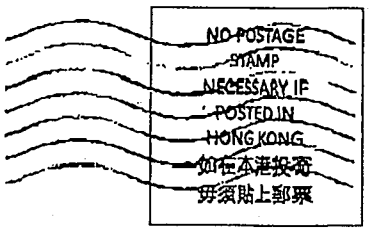
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附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190703

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請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-368

姓名（與身分證相同）：
Full Name (As printed in ID Card): FUNG PING HUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才宣有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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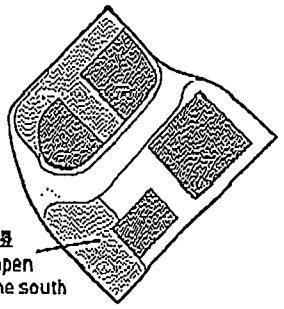
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附圖一
Figure 1



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HONG KONG 香港 [illegible] 17

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楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190705

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): FU KAM WING RAYMOND

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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I, RAYMOND FU, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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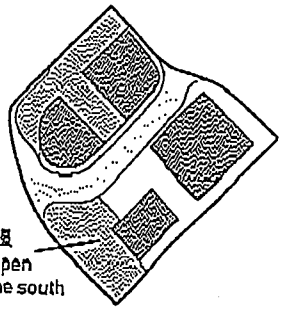
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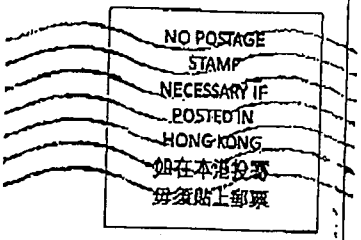
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附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190709

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TPB/R/S/H7/20-370

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 張嘉賢

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引諮號298》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
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城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請劃選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 張嘉賢 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實欺騙議員，妨礙公眾就發展方案提出意見。

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☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

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[redacted]

☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

I hereby request the Town Planning Board to:

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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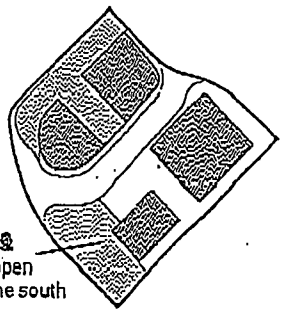
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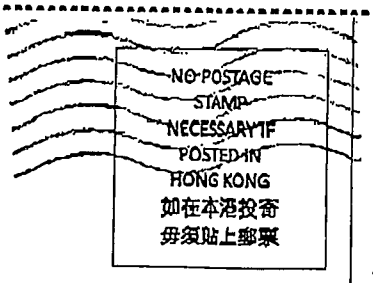
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[redacted]

TPB/R/S/H7/20-371

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 魏承思

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 魏承思 授權楊雪盈議員辦事處為此申述的代理人。
I, Wei, Cheng Si hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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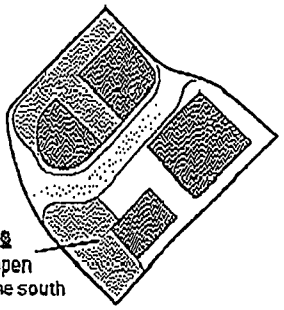
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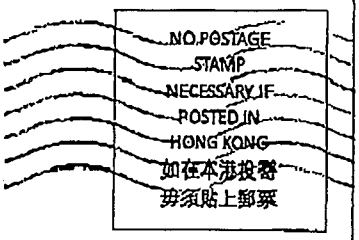
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楊雪盈議員辦事處
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TPB/R/S/H7/20-372

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 郭明珠

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID C: [redacted]

電郵：
Email Address: [redacted]

地址：
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簽署：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 郭明珠 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

交通混乱，此处多间学校，政府规划严重影响学生学习环境和安全

本人要求：

I hereby request the Town Planning Board to:

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☑ 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☑ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

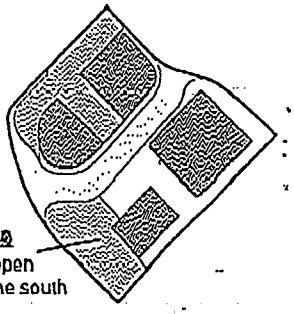
☑ 擱置小巴站搬遷的建議。

☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

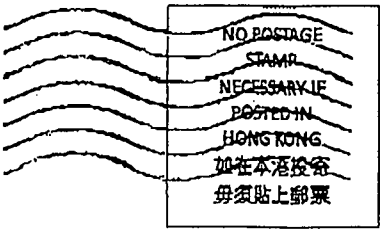
此处噪音极度严重(施工处)，居民痛苦不堪！

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

2019071

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-373

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): Wong Lai Sze WONG LAI SZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才屬有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格，填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 WONG LAI SZE 授權楊雪盈議員辦事處為此申述的代理人。
I, WONG LAI SZE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

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☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☑ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☑ 擬建的四棟大機廈重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模、刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☑ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

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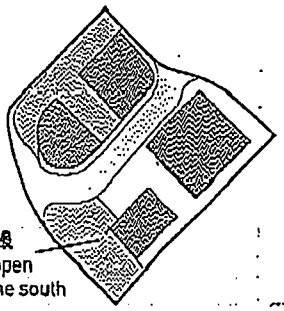
☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

拆卸地盤內的流浪貓

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190703

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請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-374

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): Chan Yuk Lam

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address:

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才宮有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Chan Yuk Lam 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 銅鑼灣爾芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: 香港的商業大廈租用率已有下調趨勢.
銅鑼灣的租金比其他區都貴，故沒有相對吸引力，無需多此一舉。

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為毗於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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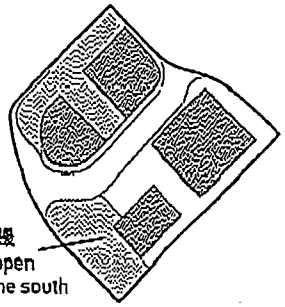
☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:
希望政府可考慮當區增加「老人服務」的區域。

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-375

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): MOSSIP Mark S / MOSSIP MARK S

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才算有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, MARK MOSSIP, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: We Don't Need More building. Make it a park.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

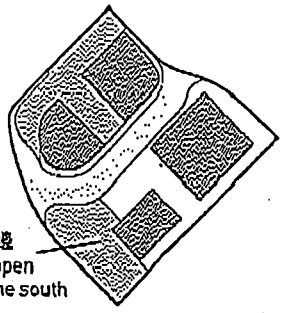
☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ 擱置小巴站搬遷的建議。

☑ Shelve the plan to relocate the GMB terminus.

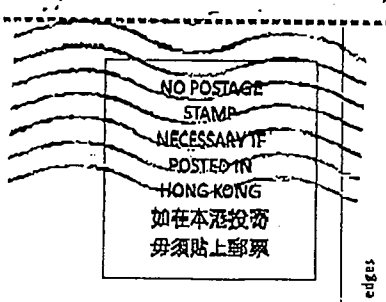
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

2103

(2)

20190704

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TPB/R/S/H7/20-376

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): YOU LINGLIN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

- [x] 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
- [ ] Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.
- [x] 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
- [ ] The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.
- [x] 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。
- [ ] The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

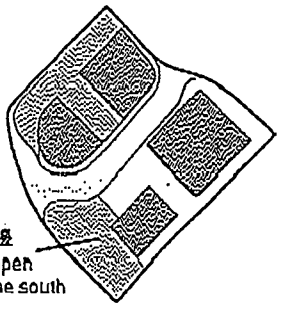
本人要求：

I hereby request the Town Planning Board to:

- [x] 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
- [ ] Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.
- [x] 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
- [ ] Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.
- [x] 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
- [ ] Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.
- [x] 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）
- [ ] Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)
- [x] 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
- [ ] Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.
- [ ] 擱置小巴站搬遷的建議。
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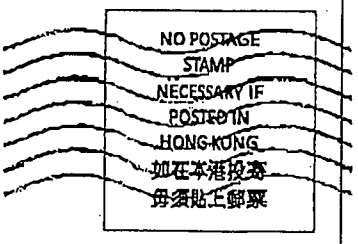
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

加山用地建高樓 居民生活添煩憂

7月22日前聯署反對

Government planning to erect Skyscrapers at Caroline Hill Road

Sign the petition against vexatious development scheme before 22 July

政府計劃在加路連山用地，興建兩座商廈及兩座法院大樓，現正交城規會審議。據早前的問卷結果，高達八成居民反對政府方案，擔心交通更擠塞、阻礙景觀和日照等。楊雪盈曾於區議會反對政府將方案交付城規會，政府卻一意孤行。城規會現正開始諮詢，我們需要每一位關注市民與團體的參與，反對政府方案，並支持楊子雋與一眾居民倡議的民間方案，希望政府在發展同時，亦正視社區需要。

The Government plans to erect two commercial buildings and two courts at the Caroline Hill Road site. It is now under the consideration of the TPB. The questionnaire shows that 80% of residents object the government's plan, as the plan may worsen traffic congestion, and obstruct the landscape and sunshine. Clarisse's previous opposition in the District Council was ignored. As the public consultation begins, we need every residents and community groups to participate in this process. Please support the alternative plan advocated by Arthur Yeung and a group of residents. We believe that the government should consider community's needs while developing the site.

2019.7.22
聯署截止日期
Deadline of Petition

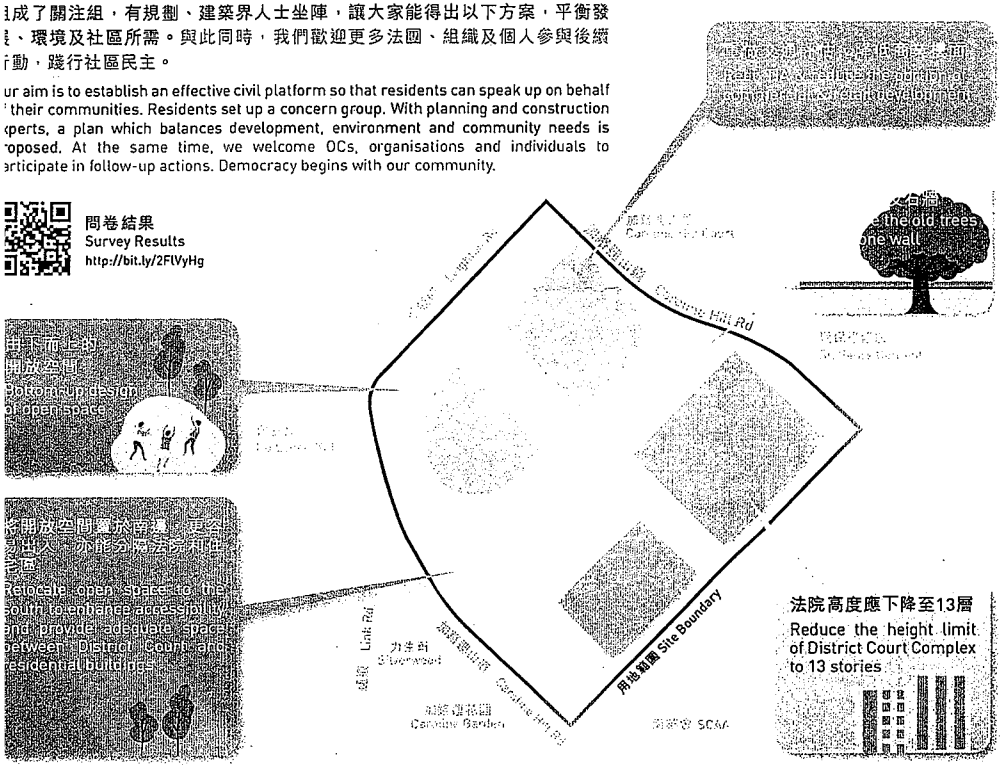
民間倡議

Civil Initiative

我們希望能建立一個有效的公民平台，讓居民能夠為自己的社區發聲。居民組成了關注組，有規劃、建築界人士坐陣，讓大家能得出以下方案，平衡發展、環境及社區所需。與此同時，我們歡迎更多法團、組織及個人參與後續行動，踐行社區民主。

Our aim is to establish an effective civil platform so that residents can speak up on behalf of their communities. Residents set up a concern group. With planning and construction experts, a plan which balances development, environment and community needs is proposed. At the same time, we welcome OCs, organisations and individuals to participate in follow-up actions. Democracy begins with our community.

問卷結果
Survey Results
http://bit.ly/2FlVyHg



聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Yan Man Shan Cathy.

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Cathy

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation

簽署：
Signature:

RECEIVED
24 JUL. 2019
Town Planning Board

TPB/R/S/H7/20-377

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board amendments to Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, w reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☑ 放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☑ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

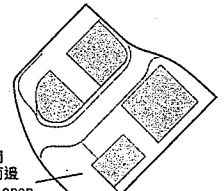
☐ Shelve the plan to relocate the GMB terminus.

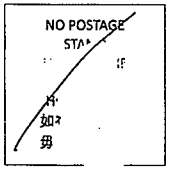
其他要求 Other Requests:

1. 請參見市人的網上提交申述（編號 190723-163704-21507）

2. S/H7/19 如非楊雪盈及伍嫉嫣議員分別向此開會及遊說規劃署，否則本不知會有此事。當份文件逾400頁，約Bauhinia之篇，沒有專家可幫助解釋當中的工程

附圖一
Figure 1





香港北角渣華道333號
北角政府合署15樓
城市規劃委員會秘書

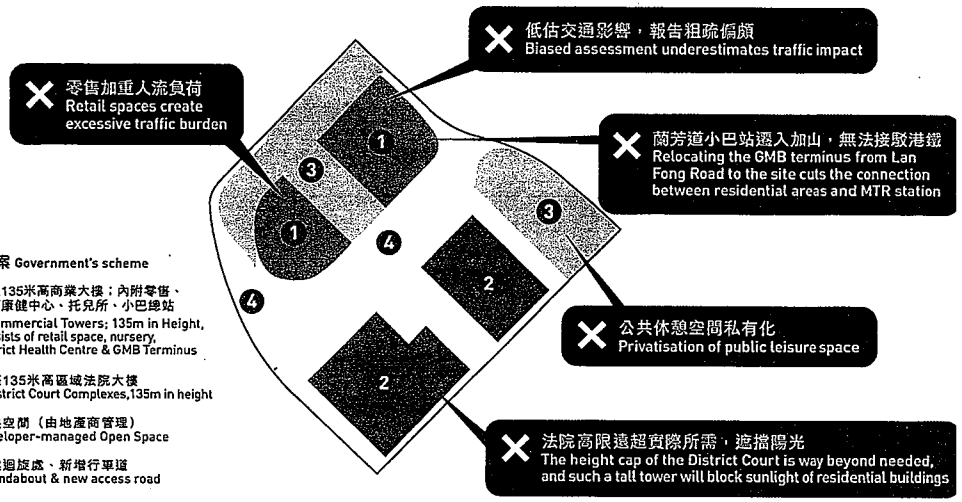
S/H7/20
(Ref. no. 190723-163704-21507)

(By hand)

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

反對政府擾民方案
Opposing the Government's plan



近期工作
Recent works



區議會會議 District Council Meetings

楊雪盈在灣仔區議會會議上多次要求規劃署撤回方案，諮詢社區。

Clarisse raised concerns on the development plan multiple times during DC meetings. She also requested PlanD to reconsider the scheme from the community's perspective.



規劃工作坊 Planning Workshop

社區專員楊子雋主持加山「社區共想」工作坊，邀請居民參與，收集對用地發展的願景。

A planning workshop was hosted by Arthur Yeung, Community Organiser, to collect residents' views and aspirations towards the future usage of the site.



地盤視察 Site Visit

楊雪盈及楊子雋到地盤視察，要求保留古樹名木，並與義工一起拯救地盤內的流浪貓。

Clarisse and Arthur visited the site to inspect the protected trees. They also saved fera cats with animal volunteers.



楊子雋
ARTHUR YEUNG

楊子雋，環保社企創辦人，城市規劃碩士生。熱衷於地理、環保、社區議題。

Arthur Yeung, environmental enterprise founder, master student of urban planning. Arthur is interested in geography, environment and community issues.

art.ytcc@gmail.com
楊子雋 Arthur Yeung
6108 6506

楊雪盈
CLARISSE YEUNG

楊雪盈，灣仔區議員、香港文化監察主席、文化同行成員。關注我城動物、環境及文化，投身社區實踐。

Clarisse Yeung, Wan Chai District Councillor, Chairperson of the Hong Kong Culture Monitor, Member of the ARTicipants. Clarisse is devoted to civil participation and particularly concerned about animals, environmental and cultural issues.

clarisseysy@gmail.com 5210 9120
楊雪盈 Clarisse Yeung gdwc_clarisse
銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Rd, Causeway Bay



就草圖作出申述
Representation Relating to Draft Plan

參考編號
Reference Number: 190723-163704-21507

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 23/07/2019 16:37:04

「申述人」全名
Full Name of "Representer": 女士 Ms. YAU Man Shan Cathy

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
蘭芳道小巴站遷入加山	反對 Oppose	現時設置於蘭芳道及利園山道的綠色專線小巴分別為(並附建議)： 1. 26號 (利園山道至白普理小學) - 由於小巴路線會經皇后大道東上司徒拔道，建議留在現時原址，方便乘客。 2. 14M號 (利園山道至樂陶苑) 及 利園山道至樂翠臺特別車 - 由於兩小巴線會經連道上山，遷站至加山後的步行距離與現時相若，亦可疏導小巴站集中於蘭芳道的塞小巴、塞乘客於蘭芳道及行人路的情況，方便蘭芳道附近居民、道路及行人路使用者。 3. 30號 (蘭芳道至跑馬地冬青道) - 極反對遷站至加山。由於本人為前警員，曾駐守跑馬地警署，欲反映30號小巴現實情況： a) 營運時間：0630時首班車應提早。因交通部警員0645時已出更，軍裝巡邏小隊警員0715時已出更，他們需要回署更衣及取裝備、接受更前訓更，如小巴站遷往加山，路線上和往乘車路程上的改變會令大量乘客流失及引起不便。而19號城巴班次亦稀疏，電車亦只能到成和道街口，故30號小巴為往警署上班的極重要交通工具。 b) 路線問題：30號小巴行走黃泥涌道經成和道上山，為往養和醫院人士和往在跑馬地中心帶的居民主要交通工具。遷站會為上述人士帶來困擾。

516 of 513

		c) 乘客量問題：除上文a,b 類人士，由於0800時至0900時期間，會有大量建造業人士會乘小巴上班，30號小巴站必定會有「打蛇餅」情況。與原址全部小巴一同遷站至加山小巴站的話，需審慎考慮小巴站能否同一時間吸納大量的候車乘客。 4. 21A號 (蘭芳道往勵德邨) 、21M號 (蘭芳道往大坑徑)及14M號 - 以上三條小巴線均會經大坑道上山，於行車路線上考慮，遷往加山小巴站未嘗不可，唯需聆聽該處居民的意見。
建築135米高商業大廈後的用途	反對 Oppose	反對設為商業區。因為銅鑼灣區已有大量內地遊客拖喼，已十分擾民，如加山用地成為商業區，加路連山道一帶居民會飽受困擾，如再加上有旅遊巴上落客，會令禮頓道的交通更擠塞，因為禮頓道140號上課下課的私家車接送學童已是一個難以解決的問題。 再加上，連道往加路連山道的違例停泊問題嚴重，而且大球場徑為駕駛考試中心，有學習駕駛人士會駛經上址。如該處設立商業區，難以想像誰對誰構成危險。
興建大樓的用途 (地區康健中心、托兒所、區域法院大樓) 與鄰近建築物的共存	反對 Oppose	明白政府用地需提供予政府部門、司法機構及提供公共用途。但加山附近有香港大球場，而該球場不日會有球賽，如有甲至丙級球賽的話，例如甲級：香港七人欖球賽，加路連山道及東院道於該幾天會有特別交通安排，有機會長時間單線行駛，加上觀眾會受酒精影響，難以估計對鄰近加上建築物 (如法院) 及使用者的影響。需審慎與康文署、警方、司法機構了解現實情況，才決定土地用途。

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

tpbpd

TPB/R/S/H7/20-
378 to 392

寄件者: [redacted]
寄件日期: 11日07月2019年星期四 12:53
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述
附件: img-190711122308-0005.pdf; img-190711122308-0003.pdf; img-190711122308-0001.pdf; img-190711122308-0004.pdf; img-190711122308-0002.pdf; img-190711122308-0006.pdf; img-190711122308-0007.pdf; img-190711123829-0003.pdf; img-190711123829-0002.pdf; img-190711123829-0001.pdf; img-190711124129-0001.pdf; img-190711124417-0001.pdf; img-190711124129-0002.pdf

致　城市規劃委員會：

附件共有 15 份（部分 pdf 檔含有兩份）就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十一日

307-321

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-378

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEN RUOHONG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects [illegible].

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其他理由 Other Reasons:

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☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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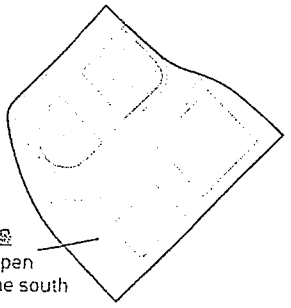
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☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

20190710

請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-379

姓名（與身分證相同）：
Full Name (As printed in ID Card): GREAVES WILLIAM DAVID

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca[redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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本人要求：

I hereby request the Town Planning Board to:

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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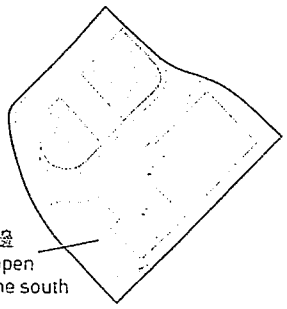
☐ 擱置小巴站搬遷的建議。

☑ ~~Shelve the plan to relocate the GMB terminus.~~

其他要求 Other Requests:

CARRY OUT A H.I.A. BEFORE PROGRESSING FURTHER WITH THE SCHEME, AFTE TAKING THE COMPENSATORY MEASURES RECOMMENDED.

附圖一
Figure 1



摺線 Folding line

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高威樓9樓F室

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20190710

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-380

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAM SIN YEE DIANA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet [redacted]

電郵：
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地址：
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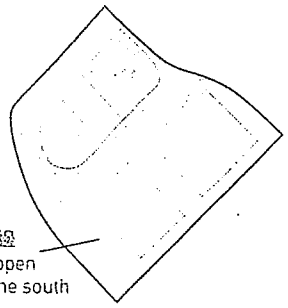
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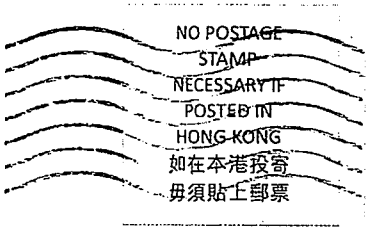
☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

20190710

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-381

姓名（與身分證相同）：
Full Name (As printed in ID Card): WANG HOI

Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 2 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: Traffic is already VERY congested. Absolutely impractical to insert such giant Commercial project.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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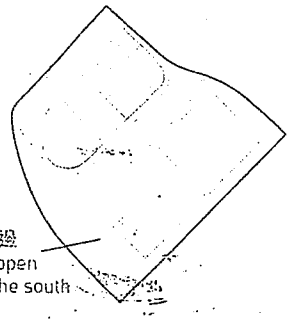
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☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



折線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

20190710

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辦署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-382

姓名（與身分證相同）：
Full Name (As printed in ID Card): 陳正豪

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☑ 本人 陳正豪 授權楊雪盈議員辦事處為此申述的代理人。
I, Benson Chen, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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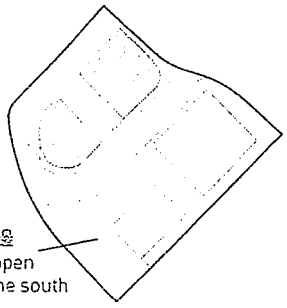
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附圖一
Figure 1



摺線 Folding line





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高威樓9樓F室

20190711

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-383

姓名（與身分證相同）：
Full Name (As printed in ID Card): 陳正斌

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☑ 本人 陳正斌 授權楊雪盈議員辦事處為此申述的代理人。
I, CHEN ERIC ZHENGBIN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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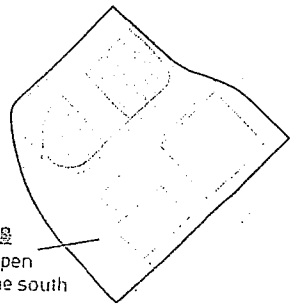
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其他要求 Other Requests:

附圖一
Figure 1



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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-384

姓名（與身分證相同）：
Full Name (As printed in ID Card): 黃諾希

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

地址：
Home Address: [redacted]

電話：
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電郵：
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簽署：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 黃諾希 授權楊雪盈議員辦事處為此申述的代理人。
I, Priscilla Wong, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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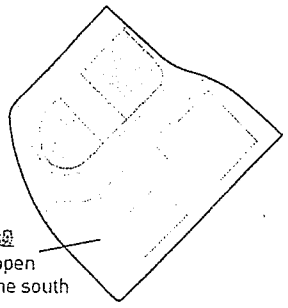
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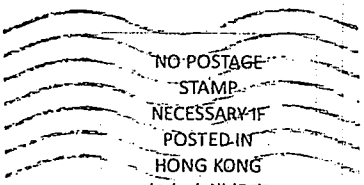
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摺線 Folding line





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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): DIVYA VAZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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其他理由 Other Reasons: ① There are many schools in the area, from nursery/pre-Kindergarten to secondary. Increased road-level pollution affects young children the most, because their noses & mouths are closest to the height of car exhaust pipes. ② The government is also proposing to dig up nearby Victoria Park (to install underground car parks & retail spaces). This will compound the loss of local green space/open play areas in the neighbourhood.

本人要求：

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TPB/R/S/H7/20-386

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN YUEN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

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☑ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

反对莫園大球場有活動时本身的交通已非常緊張，重(視)少、須考虑此因數去增加發展商的发展。

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。(附圖一)

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I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

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☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

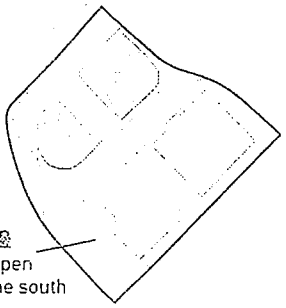
☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

增加游泉場設施，現在小孩沒有就近遊泉場可去.

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

20190710

請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-387

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN YIN IVAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☑ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, CHAN YIN IVAN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

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☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

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☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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其他理由 Other Reasons:

本人要求：

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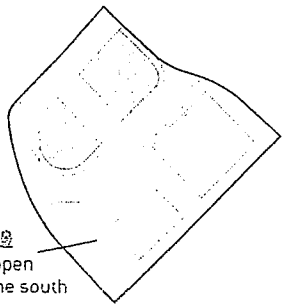
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☐ Shelve the plan to relocate the GMB terminus.

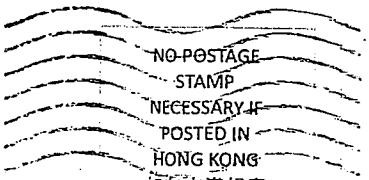
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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TPB/R/S/H7/20-388

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEN KA PANG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

電郵：
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地址：
Home Address: [redacted]

簽署：
Signature:

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簽署：
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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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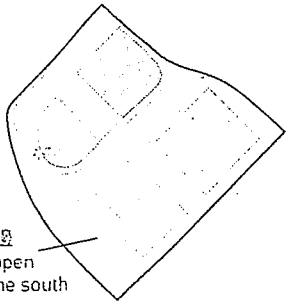
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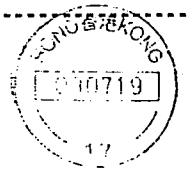
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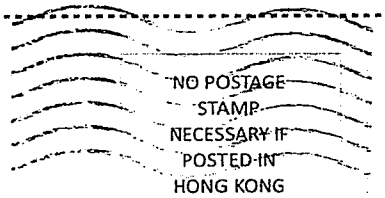
☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-389

姓名（與身分證相同）：
Full Name (As printed in ID Card): LABASAN EDEN BINO

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, EDEN BINO LABASAN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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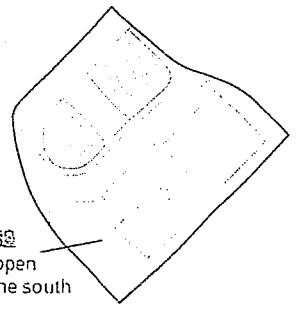
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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TPB/R/S/H7/20-390

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAI FAI KEE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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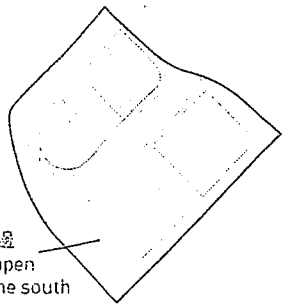
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TPB/R/S/H7/20-391

姓名（與身分證相同）：
Full Name (As printed in ID Card): TANG HAY TUNG GENEVIEVE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
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☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects [illegible].

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷業活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

I hereby request the Town Planning Board to:

☑ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

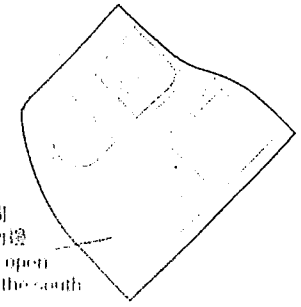
☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☑ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

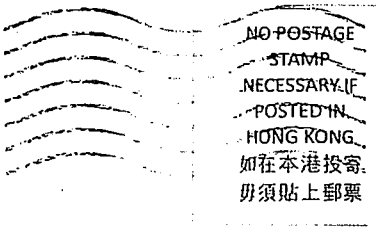
☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190711

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TPB/R/S/H7/20-392

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG MO SZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 WONG MO SZE 授權楊雪盈議員辦事處為此申述的代理人。
I, WONG MO SZE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

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☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

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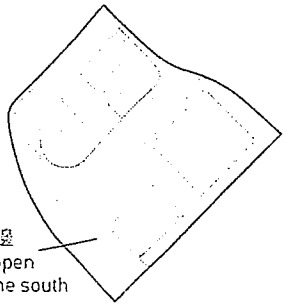
☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190710

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☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

就S/H7/20圖則提交申述（十一）
24/07/2019 20:53

TPB/R/S/H7/20-393 to 473

From: Clarisse Yeung <clarisseysy@gmail.com>
To: tpbpd <tpbpd@pland.gov.hk>,
FileRef:

History: This message has been forwarded.

1 attachment

S_H7_20 Petition.pdf

致　城市規劃委員會：
附件內有82份就S/H7/20提出之申述，請參閱，謝謝。
楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

申述人	姓名	身份證號碼	地址	電話	電郵	授權		本人要求:
1	Cheng wai yee	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下： 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
2	Leung Su Wing Connie	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
3	LEE SHEK YAN TERESA	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
4	Chan Wai wing helen	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
5	Tang LAI Mui	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
6	NG SUI WONG	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
7	chan hiu yin yvonne	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
8	KWAN KING HONG ALBERT	[redacted]	[redacted]			本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及遠道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。

TPB/R/S/H7/20-393

850

TPB/R/S/H7/20-394

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TPB/R/S/H7/20-395

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TPB/R/S/H7/20-397

854

TPB/R/S/H7/20-398

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TPB/R/S/H7/20-399

856

TPB/R/S/H7/20-400

857

9 Steven William Gordon [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。
擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。
保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

10 Lai Kam Cheung [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-402

859

11 Chan Kin Man [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-403

860

12 Ho Man Man Lucretia [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-404

861

13 fong ting nikita [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-405

862

14 Vivian Lau [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-406

863

15 Genevieve Yang [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-407

864

16 Leung chi man [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-408

865

17 LAU CHUN YAT JOSEPH [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

TPB/R/S/H7/20-409

866

18 LI WAI MAN



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-410

867

19 Ko, Tinny



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-411

868

20 Kwong Pong Woon



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-412

869

21 CHIU WAI KIN KEN



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-413

870

22 Lau hon wai



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-414

871

23 CHENG Wan Yuk Margaret



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-415

872

24 Tang Sung Hin



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-416

873

25 WONG CHI HO



本人授權楊雪盈議員就事成為此申述的代理人。

TPB/R/S/H7/20-417

874

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。

規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

擬建的法院大樓貼近加路連山道及邁進住宅，嚴重遮擋日照，影響居民健康。

將銅鑼灣閘芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。

保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

擱置小巴站搬遷的建議。

26 Lau Elizabeth Yuen Shan [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 鋼鐵灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將鋼鐵灣簡芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石總，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-418			
875			
27 Yuen Poul [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 鋼鐵灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將鋼鐵灣簡芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石總，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-419			
876			
28 Lucy Chen [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 鋼鐵灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將鋼鐵灣簡芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石總，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-420			
877			
29 HOLLAND, Trevor Alan [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 鋼鐵灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將鋼鐵灣簡芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石總，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-421			
878			
[redacted]			
31 So Wai Yeung Eric [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 鋼鐵灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將鋼鐵灣簡芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石總，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-422			
880			
32 FUNG KA KEUNG DANIEL [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 鋼鐵灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將鋼鐵灣簡芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石總，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-423			
881			
33 Fung, Kwok Chung Raymond [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 鋼鐵灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。 將鋼鐵灣簡芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑東往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石總，並在新發展內融入如此珍貴的社區資源。 擱置小巴站搬遷的建議。
TPB/R/S/H7/20-424			
882			

34 WONG LAI SZE LOUISA [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。
擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
將修訂方案的開放空間由「商業」改劃為「休閒用地」，並由政府部門管理。
將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。
保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

35 Chan chi wai [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
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銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
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擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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將修訂方案的開放空間由「商業」改劃為「休閒用地」，並由政府部門管理。
將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。
保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

36 SO TIN WAI KYNA [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。
擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
將修訂方案的開放空間由「商業」改劃為「休閒用地」，並由政府部門管理。
將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。
保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

37 Clementine Lee [redacted]

規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
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擱置小巴站搬遷的建議。

38 Sy Miu Kuen [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
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擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
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擱置小巴站搬遷的建議。

39 LI SHAU YIN [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
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按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。
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擱置小巴站搬遷的建議。

40 Chan Wai Yee [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
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擱置小巴站搬遷的建議。

41 Kwan Ho Ching Christy [redacted]

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
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擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。
將銅鑼灣閩芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
將修訂方案的開放空間由「商業」改劃為「休閒用地」，並由政府部門管理。
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保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

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42 Mary Ostrover [redacted]

TPB/R/S/H7/20-433

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43 Chen Sung Kai [redacted]

TPB/R/S/H7/20-434

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44 Tse Wing Han [redacted]

TPB/R/S/H7/20-435

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45 Davies Donald Robert [redacted]

TPB/R/S/H7/20-436

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46 Siu Wan Chi [redacted]

TPB/R/S/H7/20-437

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47 LAU PAK SHING [redacted]

TPB/R/S/H7/20-438

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48 鄧惠儀 [redacted]

TPB/R/S/H7/20-439

897

49 梁少琴 [redacted]

TPB/R/S/H7/20-440

898

本人授權楊雪盈議員辦事處為此申述的代理人。

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擱置小巴站搬遷的建議。

本人授權楊雪盈議員辦事處為此申述的代理人。

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50 Florence Sophia Huibonhoa [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-441 899			
51 Kan Wai Him Vincent [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-442 900			
52 Chung Timothy Che Ya [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-443 901			
53 Chau Yuk Chi [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-444 902			
54 Wong Wai Leung [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-445 903			
55 Wong Hin Chit [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-446 904			
56 Yeung Leung Yim Kin Jacqueline [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-447 905			
57 Kwok Pak Yu Steven [redacted]	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。 擬建的法院大樓貼近加路連山道及邊道住宅，嚴重遮擋日照，影響居民健康。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。	大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。 將開放空間改為置於兩邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。 關置小巴站搬遷的建議。
TPB/R/S/H7/20-448 906			
	本人授權楊雪盈議員辦事處為此申述的代理人。	規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實業關議員、坊眾公眾就發展方案提出意見。 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。 將銅鑼灣閒芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的運接，以改善交通為名犧牲居民福祉。	

58 Chan Mei Sang Pauline [redacted]

TPB/R/S/H7/20-449

907

59 Au Chi Lap [redacted]

TPB/R/S/H7/20-450

908

60 Karen Yeung [redacted]

TPB/R/S/H7/20-451

909

61 Ko Laam [redacted]

TPB/R/S/H7/20-452

910

62 Tin Ying Kit Allen [redacted]

TPB/R/S/H7/20-453

911

63 tsang yiu keung [redacted]

TPB/R/S/H7/20-454

912

64 Lam lok yee [redacted]

TPB/R/S/H7/20-455

913

65 Lam on yee [redacted]

TPB/R/S/H7/20-456

914

66 Lam lap fung [redacted]

TPB/R/S/H7/20-457

915

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

將銅鑼灣菌芳道的小巴總站遷入加山用地會中斷巢活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

擬建的法院大樓貼近加路運山道及運道住宅，嚴重遮擋日照，影響居民健康。

大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
將修訂方案的開放空間由「商業」改劃為「休閒用地」，並由政府部門管理。
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保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石趟，並在新發展內融入如此珍貴的社區資源。
擱置小巴站搬遷的建議。

67 Lam kit ling

本人授權楊雪盈議員辦事處為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員、妨礙公眾就發展方案提出意見。
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擱置小巴站搬遷的建議。

68 wong kieu cleo

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擱置小巴站搬遷的建議。

69 NG MAU YUEN ERIC

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70 chan chun hung vincent

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72 Tam Yin Ki Sharon

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74 Yu Prima

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75 Chan Mun Ling Jennifer



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擱置小巴站搬遷的建議。

77 Li Chun Yin



本人授權楊雪盈議員就事成為此申述的代理人。

規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
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擱置小巴站搬遷的建議。

78 Carrie Yeung



本人授權楊雪盈議員就事成為此申述的代理人。

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擱置小巴站搬遷的建議。

79 Stather Ruth Meiling



本人授權楊雪盈議員就事成為此申述的代理人。

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擱置小巴站搬遷的建議。

TPB/R/S/H7/20-470

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928

80 NG KAI MAN CARMEN



本人授權楊雪盈議員就事成為此申述的代理人。

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TPB/R/S/H7/20-471

929

81 Cheung Sin Ying



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擱置小巴站搬遷的建議。

TPB/R/S/H7/20-472

930

82 鄧建遠



本人授權楊雪盈議員就事成為此申述的代理人。

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擱置小巴站搬遷的建議。

TPB/R/S/H7/20-473

931

tpbpd

TPB/R/S/H7/20-
474 to 487

寄件者: [redacted]
寄件日期: 15日07月2019年星期一 15:31
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（二）
附件: img-190715143204-0001k.pdf; tpb20190715_190715142359-0001k.pdf; tpb20190715_190715142441-0001k.pdf; tpb20190715_190715142204-0001k.pdf; tpb20190715_190715142253-0001k.pdf; img-190715140702-0002k.pdf; img-190715140637-0001k.pdf

致　城市規劃委員會：

附件內共有 14 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十五日

322 - 335

TPB/R/S/H7/20-474

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUK, ATHENA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☑ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 CHEUK ATHENA 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

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本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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I hereby request the Town Planning Board to:

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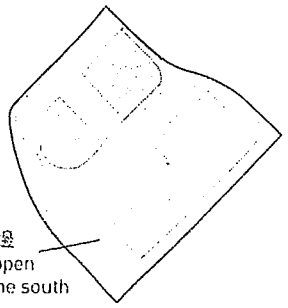
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☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



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高威樓9樓F室

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TPB/R/S/H7/20-475 20190712

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN Ho Mo

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
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Signature:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, CHAN Ho Mo. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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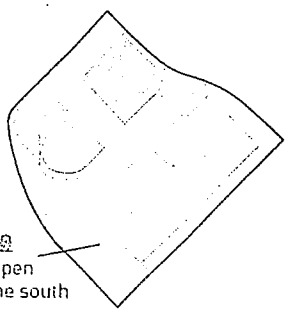
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TPB/R/S/H7/20-476

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN CHAN YUEN HA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, CHAN CHAN YUEN HA, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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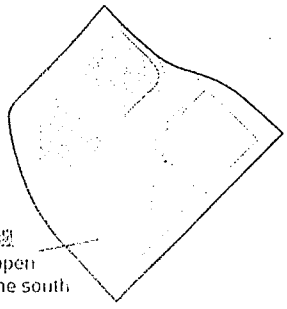
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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LAW CHI YIN CYNTHIA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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簽署：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 LAW CHI YIN CYNTHIA 授權楊雪盈議員辦事處為此申述的代理人。
I, LAW CHI YIN CYNTHIA hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☑ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

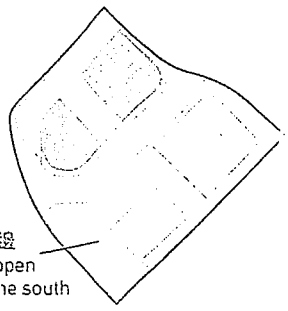
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☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

— NO POSTAGE STAMP NECESSARY IF POSTED IN HONG-KONG
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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

TPB/R/S/H7/20-478 20190712

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): MA WING YIN JANICE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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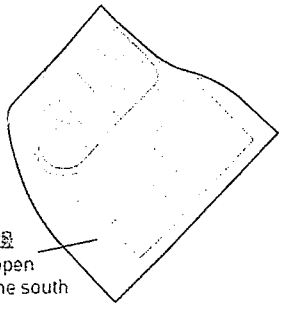
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高威樓9樓F室

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TPB/R/S/H7/20-479

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Full Name (As printed in ID Card): NG YEE FONG

電話：
Phone No.: [redacted]

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☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模，刪除零售[illegible]響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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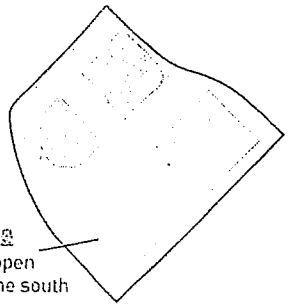
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☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

20190715

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-480 20190712

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 盧耀華

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 盧耀華 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

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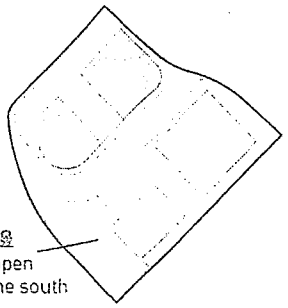
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☐ Shelve the plan to relocate the GMB terminus.

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附圖一
Figure 1



摺線 Folding line

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高威樓9樓F室

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TPB/R/S/H7/20-481

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): DUANGMALA BOONTHAM

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Car[redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: DUANGMALA BOONTHAM

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, Duangmala Boontham, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: DUANGMALA BOONTHAM

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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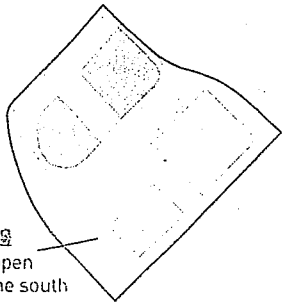
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附圖一
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高威樓9樓F室

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20190715

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-482

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): TANG LAI Mui Rosamarie

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Addre[redacted]

簽署：
Signature:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 TANG LAI Mui 授權楊雪盈議員辦事處為此申述的代理人。
I, TANG LAI Mui, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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其他理由 Other Reasons:

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☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

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其他要求 Other Requests:

I hereby request the Town Planning Board to:

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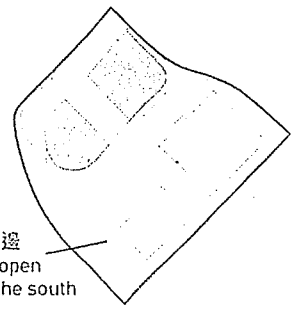
☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190715

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-483

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): YEUNG WING KWONG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: Wk.Y.

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☒ 本人 YEUNG WING KWONG 授權楊雪盈議員辦事處為此申述的代理人。
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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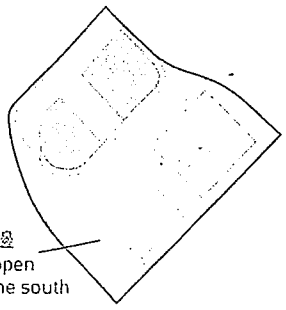
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高威樓9樓F室

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20190715

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-484

姓名（與身分證相同）：
Full Name (As printed in ID Card): ROGER WAI KIT LAU

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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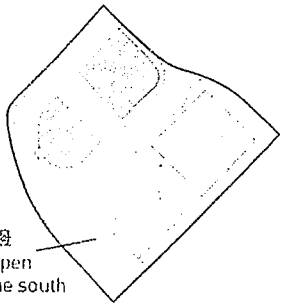
☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

HAS THERE BEEN ANY WATER IMPACT ASSESSMENT / IMPACT ASSESSMENT DONE TO DETERMINE CAPACITY OF OVERALL INFRASTRUCTURE NETWORK?

附圖一
Figure 1



摺線 Folding line

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

20190715

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-485

姓名（與身分證相同）：
Full Name (As printed in ID Card): LAM TAT WING

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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Signature:

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☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及運道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

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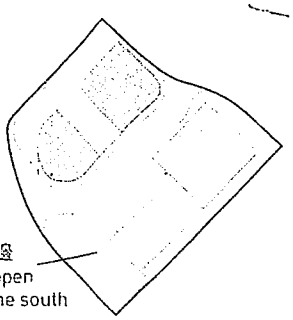
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高威樓9樓F室

HONG KONG 香港 P.O. 11 7 19 10 CMC

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-486

姓名（與身分證相同）：
Full Name (As printed in ID Card): SIU VINCENT HIN WAI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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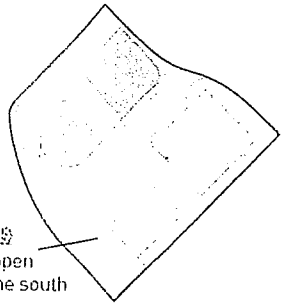
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Figure 1



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高威樓9樓F室

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TPB/R/S/H7/20-487

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG YING YEE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

- [x] 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。
- [x] 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
- [x] 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

- [ ] Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.
- [ ] The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.
- [ ] The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

住宅區域不宜建立與政府有關的設施及建築物，而且影響本區的自然環境，增加零售的面積會帶來人流等問題

本人要求：

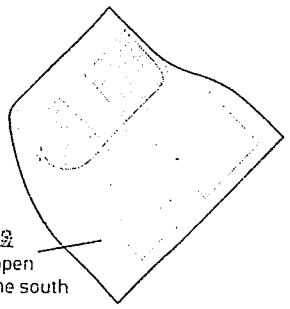
I hereby request the Town Planning Board to:

- [x] 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
- [x] 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
- [x] 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
- [x] 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）
- [x] 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
- [x] 擱置小巴站搬遷的建議。

- [ ] Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.
- [ ] Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.
- [ ] Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.
- [ ] Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)
- [ ] Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.
- [ ] Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

20190715

請以膠紙封口 Please tape the edges

tpbpd

TPB/R/S/H7/20-488

寄件者: [redacted]
寄件日期: 15日07月2019年星期一 15:57
收件者: tpbpd
主旨: Re: 就S/H7/20圖則提交申述（三）
附件: img-190715153546-0001.pdf

致　城市規劃委員會：

附件內有 1 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十五日

[redacted] 於 2019 年 7 月 15 日 週一 下午 3:56 寫道：

> 致　城市規劃委員會：
>
> 附件內有 1 份就 S/H7/20 提出之申述，請參閱，謝謝。
>
> 楊雪盈議員辦事處　謹啟
> 二零一九年七月十五日

336

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): SHEK WAI TING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, SHEK WAI TING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。
☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。
☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

禮頓道(聖保祿學校)封閉及加山道與禮頓道(保良局對開)的交通現已長期擁塞，若加建更多高樓大廈，定會令該道路的擠塞情況惡化.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。(附圖一)

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

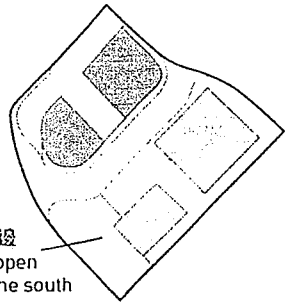
☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

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如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190719

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請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

tpbpd

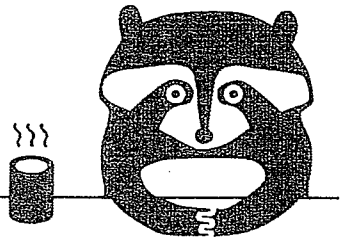
寄件者: [redacted]
寄件日期: 16日07月2019年星期二 18:31
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（四）
附件: tpb20190716_190716131646-0001.pdf; tpb20190716_190716131604-0001.pdf; tpb20190716_190716131540-0001.pdf; tpb20190716_190716131625-0001.pdf; img-190716140806-0001.pdf

TPB/R/S/H7/20-489 to 493

楊雪盈議員辦事處 Office of Clarisse Yeung, District Councilor

香港銅鑼灣高士威道16-22號高威樓9樓F室
Unit F, 9/F, Causeway Tower, 16-22 Causeway Road, Causeway Bay, Hong Kong

5210 9120 clarisseysy@gmail.com 楊雪盈 Clarisse Yeung



致　城市規劃委員會：

附件內有 5 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十六日

337 - 341

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-489

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN BIK YING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: /

地址：
Home Address: [redacted]

簽署：
Signature: Chan Bik Ying

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複遞交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 CHAN BIK YING 授權楊雪盈議員辦事處為此申述的代理人。
I, CHAN BIK YING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Chan Bik Ying

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

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其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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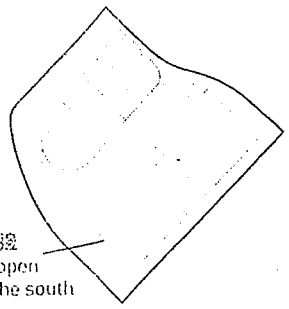
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☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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如在本港投寄毋須貼上郵票

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-490

姓名（與身分證相同）：
Full Name (As printed in ID Card): Lam Pik Kwan

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Lam Pik Kwan 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展舖路。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣爾芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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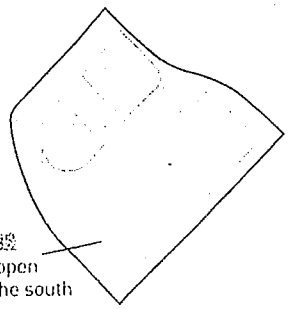
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摺線 Folding line

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-491

姓名（與身分證相同）：
Full Name (As printed in ID Card): Petula Susan Kincaid

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, Petula Susan Kincaid _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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其他理由 Other Reasons: Nase pollution is already affecting residents in the area, also the environment of pollution in the air from our particles + increased traffic.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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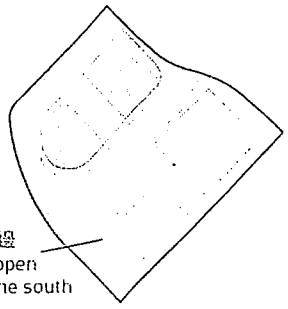
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☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests: As Hongkong strives to be a 'smart city' it limits it's inhabitants in their daily lives, Cancer is on the increase an is pollution - how 'smart' is that? Please find a balance ...

附圖一
Figure 1



摺線 Folding line

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190716

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請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-492

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG CHI HANG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 WONG CHI HANG 授權楊雪盈議員辦事處為此申述的代理人。
I, WONG CHI HANG, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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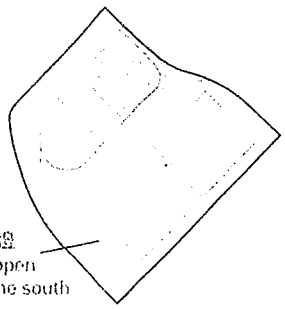
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☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

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附圖一
Figure 1



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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-493

姓名（與身分證相同）：
Full Name (As printed in ID Card): 鍾小明

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複遞交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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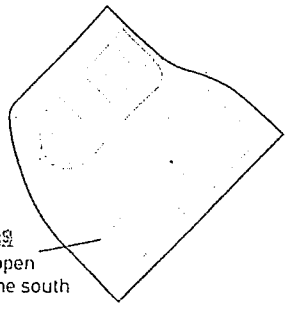
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附圖一
Figure 1



摺線 Folding line

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銅鑼灣高士威道16-22號
高威樓9樓F室

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tpbpd

TPB/R/S/H7/20-494 to 517

寄件者: [redacted]
寄件日期: 17日07月2019年星期三 15:45
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（五）
附件: img-190717142814-0001.pdf; img-190717142859-0001.pdf; img-190717142835-0001.pdf; img-190717142950-0001.pdf; img-190717142923-0001.pdf; img-190717142640-0001.pdf; img-190717142737-0001.pdf; img-190717142529-0001.pdf; img-190717142557-0001.pdf; img-190717142708-0001.pdf; img-190717142455-0001.pdf; img-190717142422-0001.pdf; img-190717141541-0001.pdf; img-190717141438-0001.pdf; img-190717141511-0001.pdf; img-190717141352-0001.pdf; img-190717141145-0001.pdf; img-190717141252-0001.pdf; img-190717141220-0001.pdf; img-190717141111-0001.pdf; img-190717141046-0001.pdf; img-190717143014-0001.pdf; img-190717141017-0001.pdf; img-190717140949-0001.pdf

致　城市規劃委員會：

附件內有 24 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月十七日

342 - 365

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-494

姓名（與身分證相同）：
Full Name (As printed in ID Card): An Sik PONG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card

電郵：
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☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

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本人要求：

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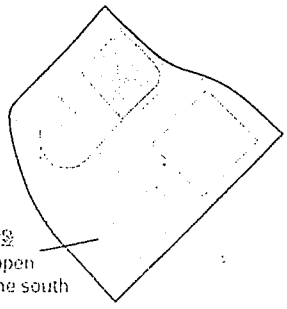
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附圖一
Figure 1



摺線 Folding line

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-495

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN CHAM BUN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: 陳湛彬

* 請以正楷填寫個人資料。根據城規會《規劃[redacted]申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Chan Cham Bun. 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: 陳湛彬 張寶月

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects [illegible]health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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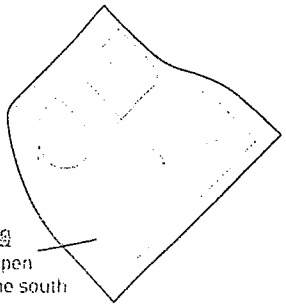
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附圖一
Figure 1



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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-496

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Chan Choi Tsoi Wan Betty

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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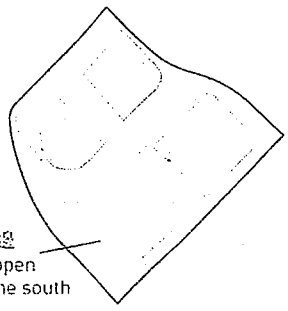
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TPB/R/S/H7/20-497

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEN CHU LAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Janisa Chen

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簽署：
Signature: Janisa Chen

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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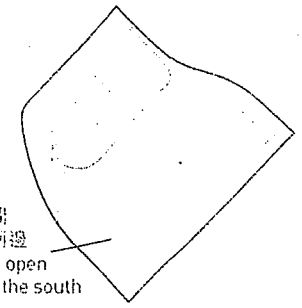
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附圖一
Figure 1



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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-498

姓名（與身分證相同）：
Full Name (As printed in ID Card): Cheng Kim Ching

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID C.: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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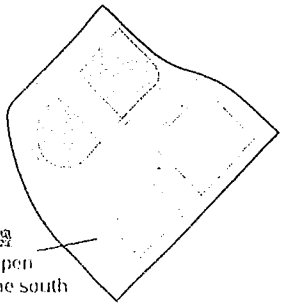
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附圖一
Figure 1



摺線 Folding line

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20190717

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-499

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG, CHI HUNG, DAVID

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

電郵：
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地址：
Home Address: [redacted]

簽署：
Signature: Dail Cheung

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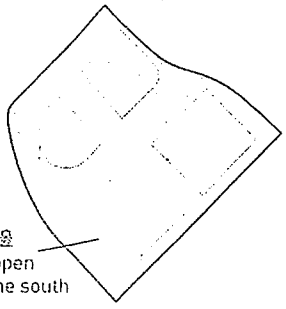
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☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

2013 11 17

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楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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TPB/R/S/H7/20-500

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHIANG, MAN SZE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Shaen

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 CHIANG MAN SZE 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Shaen

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

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其他要求 Other Requests:

I hereby request the Town Planning Board to:

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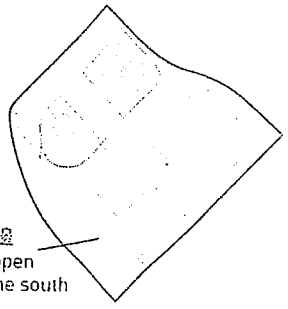
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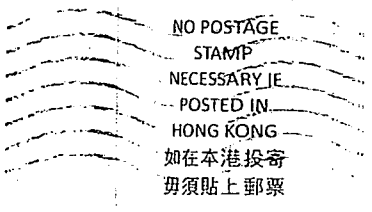
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附圖一
Figure 1



摺線 Folding line





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TPB/R/S/H7/20-501

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): HONG HIN WING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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簽署：
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☑ 本人 湯曉穎 授權楊雪盈議員辦事處為此申述的代理人。
I, HONG HIN WING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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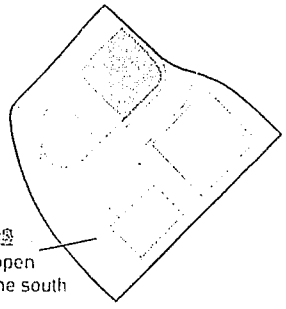
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2019 JUL 17

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Josje Yee Sun YEUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, Josje Yeung, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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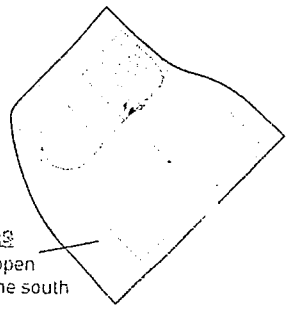
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☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

HONG KONG 15 2019

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楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-503

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LAW Yin Ying Priscilla

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人羅燕英 授權楊雪盈議員辦事處為此申述的代理人。
I, LAW Yin Ying Priscilla, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Priscilla

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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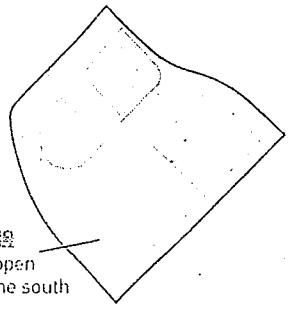
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附圖一
Figure 1



摺線 Folding line

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-504

姓名（與身分證相同）：
Full Name (As printed in ID Card): LEE YAN YAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 李蘭茵 授權楊雪盈議員辦事處為此申述的代理人。
I, Hazel Lee, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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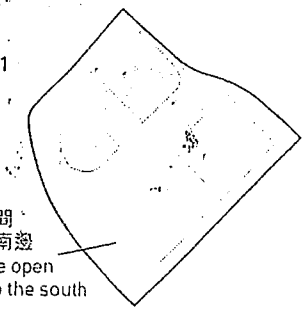
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附圖一
Figure 1



摺線 Folding line

20.9.17

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Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-505

姓名（與身分證相同）：
Full Name (As printed in ID Card): NG SAU CHING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 NG SAU CHING 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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☑ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

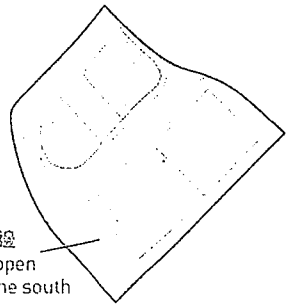
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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20190717

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

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署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-506

名（與身分證相同）：
Name (As printed in ID Card): Richard Martin Payne

電話：
Phone No.: [redacted]

分證號碼英文字母及首三位數字：
ling alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

址：
ie Address: [redacted]

簽署：
Signature:

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本人 RICHARD PAYNE 授權楊雪盈議員辦事處為此申述的代理人。
I, RICHARD PAYNE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

署：
gnature:

反對城規會於2019年5月24日就黃泥涌分區計劃大綱核
提出的修訂，理由如下：
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他理由 Other Reasons:

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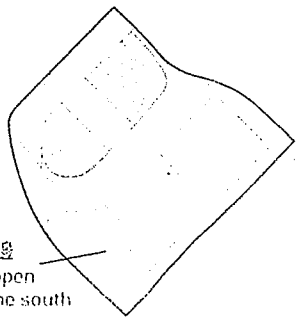
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他要求 Other Requests:

附圖一
Figure 1



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香港 HONG KONG 156719

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-507

姓名（與身分證相同）：
Full Name (As printed in ID Card): SHEK WAI TING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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I, SHEK WAI TING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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Signature:

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其他理由 Other Reasons:

禮頓道(聖保祿學校)封閉及加山道與禮頓道(保良局)封閉的交通現已長期擁塞，若加建更多高樓大廈，定會令該道路的擁塞情況惡化

本人要求：

I hereby request the Town Planning Board to:

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。(附圖一)

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

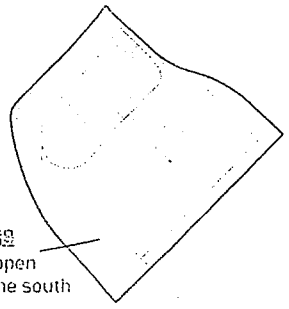
☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ 擱置小巴站搬遷的建議。

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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2019.07.19

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-508

姓名（與身分證相同）：
Full Name (As printed in ID Card): TSUI CHING YEE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, TSUI CHING YEE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

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其他理由 Other Reasons:

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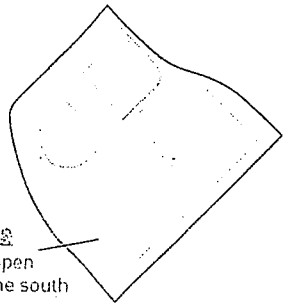
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☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-509

姓名（與身分證相同）：
Full Name (As printed in ID Card): Wong Wing Sze Karen

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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☑ 本人 Wong Wing Sze Karen 授權楊雪盈議員辦事處為此申述的代理人。
I, Wong Wing Sze Karen, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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其他理由 Other Reasons:

Construction site will affect the use of road, environment and air quality, which will be harmful towards residents health especially the elderly in the district.

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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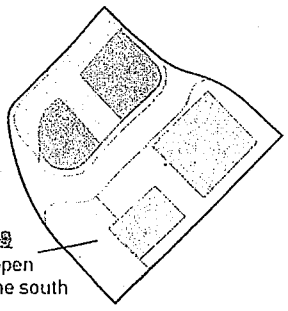
☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

If there is any re-development, development has to be calculated by phases instead on one-off basis to reduce the environmental damage & nuisance to residents in the district.

附圖一
Figure 1



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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-510

姓名（與身分證相同）：
Full Name (As printed in ID Card): NONG KA LAI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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☑ 本人 梁嘉翹 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Nong K L

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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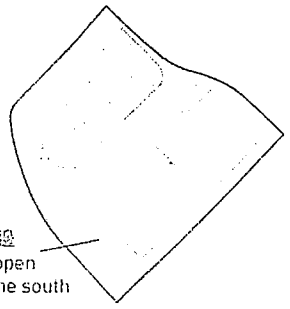
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其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-511

姓名（與身分證相同）：
Full Name (As printed in ID Card): YUEN Yu Hung

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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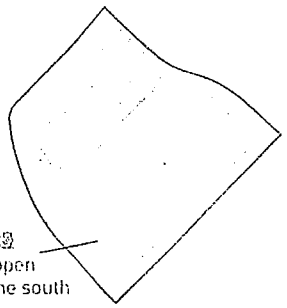
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附圖一
Figure 1



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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-512

姓名（與身分證相同）：
Full Name (As printed in ID Card): Wu Wai Ling

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: 胡慧玲

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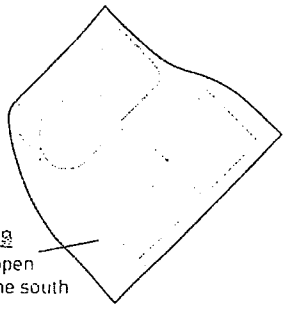
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附圖一
Figure 1



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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-513

姓名（與身分證相同）：
Full Name (As printed in ID Card): YU YEUK WING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 YU YEUK WING 授權楊雪盈議員辦事處為此申述的代理人。
I, YU YEUK WING, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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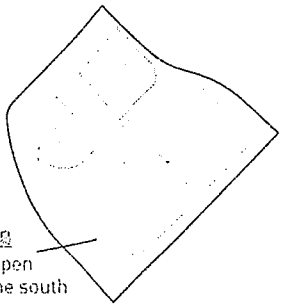
☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

銅鑼灣除了維園及一些小型公園外，最重缺乏一片可以真正令市民免費享受大自然及室外休憩的地方，室內運動場或擺放其他運動場地最重使本應求，希望政府可多聆聽市民需要，商業大廈已經很多，請不要浪費難得的一片空地，謝謝。

附圖一
Figure 1



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20190717

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-514

姓名（與身分證相同）：
Full Name (As printed in ID Card): 陳惠生

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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地
Ho [redacted]

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簽署：
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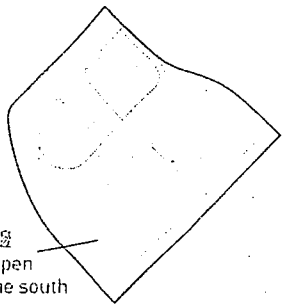
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高威樓9樓F室

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TPB/R/S/H7/20-515

姓名（與身分證相同）：
Full Name (As printed in ID Card): 關崇武

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID C[redacted]

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☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

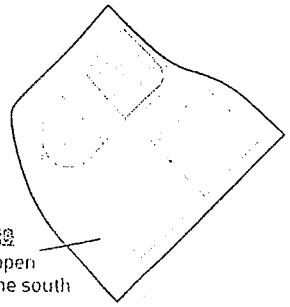
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-516

姓名（與身分證相同）：
Full Name (As printed in ID Card): 何煒恒

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人申報提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 何煒恒 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。
☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。
☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。
☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。
☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。
☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷業活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: 請特別關注太多車輛於加路連山路，總督道連通/渠活躍一帶的交通問題。

本人要求：

I hereby request the Town Planning Board to:

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

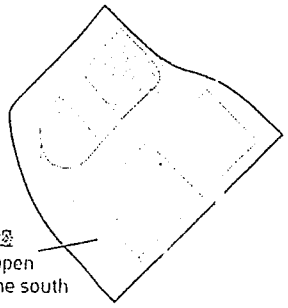
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☑ 擱置小巴站搬遷的建議。

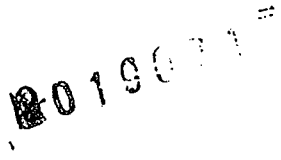
☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-517

姓名（與身分證相同）：
Full Name (As printed in ID Card): ZUNG Wing Ka, Danny

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

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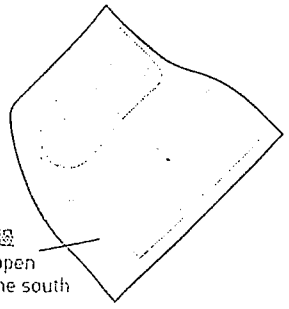
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☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
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銅鑼灣高士威道16-22號
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tpbpd

寄件者: [redacted]
寄件日期: 22日07月2019年星期一 14:12
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（七）

TPB/R/S/H7/20-518 to 549

致　城市規劃委員會：

附件內有 32 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿二日

carolinhill20190722_32 份申述.pdf

366 - 397

簽署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-518

姓名（與身分證相同）：
Full Name (As printed in ID Card): DAVID OWEN PEAK

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

I hereby request the Town Planning Board to:

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☑ Relocate the open space to the south othe the site, to separate the District Court Com[illegible]idential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

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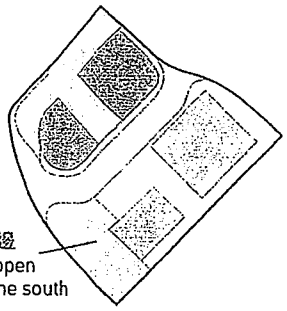
☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ 擱置小巴站搬遷的建議。

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



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20190722

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TPB/R/S/H7/20-519

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): WENDY MCTAVISH

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca. [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

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Signature:

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+ traffic congestion

其他理由 Other Reasons:

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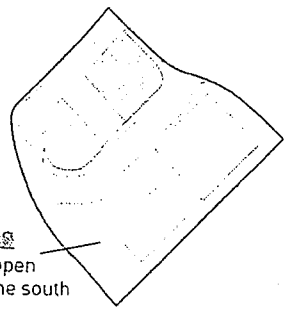
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Figure 1



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高威樓9樓F室

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20190722

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TPB/R/S/H7/20-520

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姓名（與身分證相同）：
Full Name (As printed in ID Card): BEHRENS CHEE SAU CHUN BELLA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

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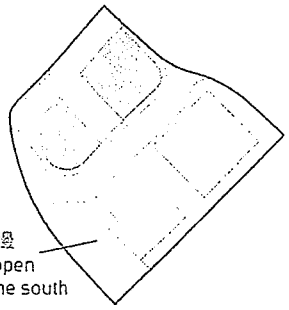
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附圖一
Figure 1



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高威樓9樓F室

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TPB/R/S/H7/20-521

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAYLOR EVELYN ELBORN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Ca [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: Evelyn E Taylor

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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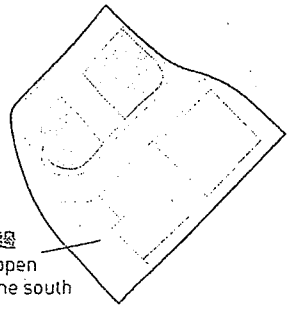
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姓名（與身分證相同）：
Full Name (As printed in ID Card): Thomas, Albert Carl

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
Leading alphabet & first 3 letters of ID Car [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

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Signature:

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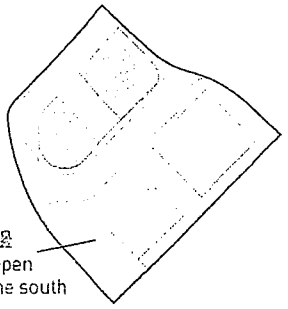
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姓名（與身分證相同）：
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電話：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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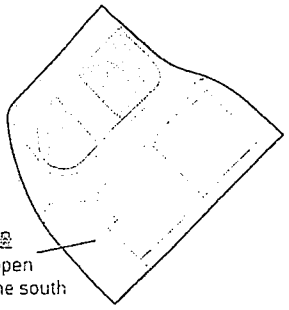
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附圖一
Figure 1



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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

20190122

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TPB/R/S/H7/20-524

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN MANG LUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: —

地址：
Home Address: [redacted]

簽署：
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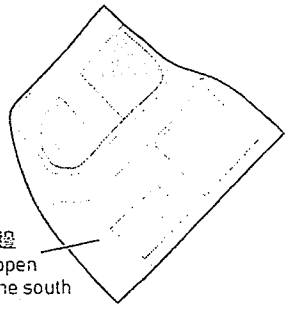
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高威樓9樓F室

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TPB/R/S/H7/20-525

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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電話：
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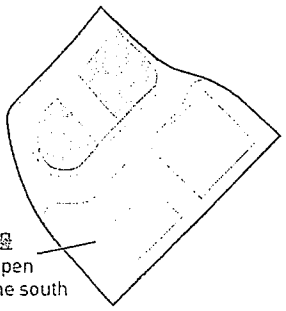
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Figure 1



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高威樓9樓F室

20190122

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TPB/R/S/H7/20-526

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG WING HING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位[redacted]
Leading alphabet & first 3 [redacted]

電郵：
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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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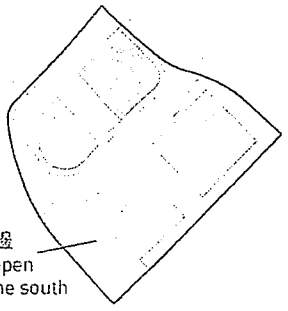
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TPB/R/S/H7/20-527

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Cheng Waiyi

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

地址：
Home Address: [redacted]

電話：
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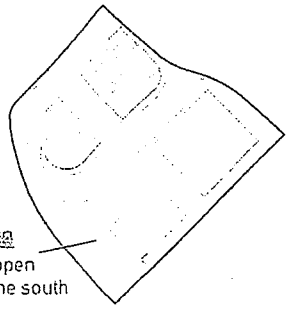
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TPB/R/S/H7/20-528

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG, CHING KWOK ASLAN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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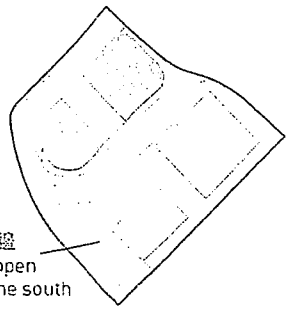
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☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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高威樓9樓F室

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TPB/R/S/H7/20-529

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LEUNG WAI PO ROSANNA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address:

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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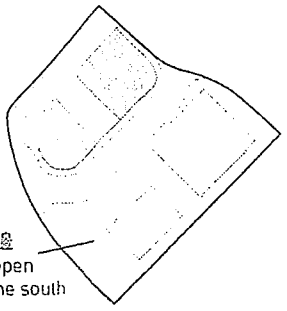
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Figure 1



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高威樓9樓F室

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TPB/R/S/H7/20-530

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Natalie Yim Lok Yan

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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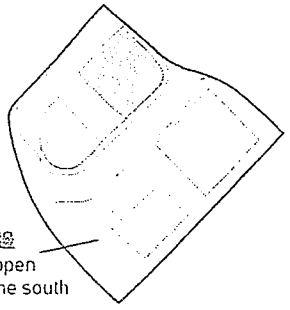
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高威樓9樓F室

20190722

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-531

姓名（與身分證相同）：
Full Name (As printed in ID Card): Tsuon Yim Che Mung

Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address:

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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本人要求：

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☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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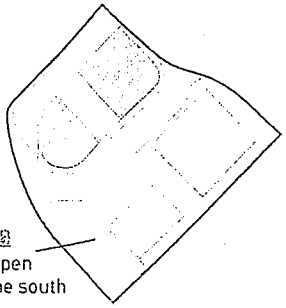
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附圖一
Figure 1



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高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-532

姓名（與身分證相同）：
Full Name (As printed in ID Card): YIM HONG

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

地址：
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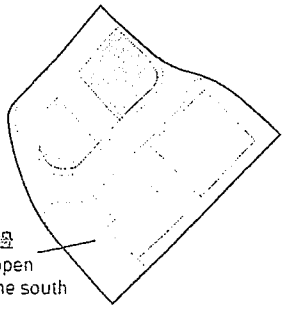
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姓名（與身分證相同）：
Full Name (As printed in ID Card): 陳惠美

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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本人要求：

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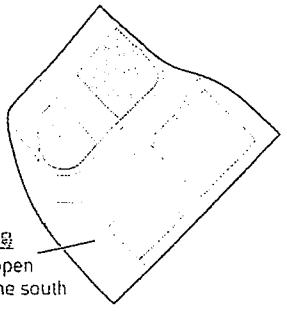
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附圖一
Figure 1



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高威樓9樓F室

20190722
20190719

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TPB/R/S/H7/20-534

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 黎采怡

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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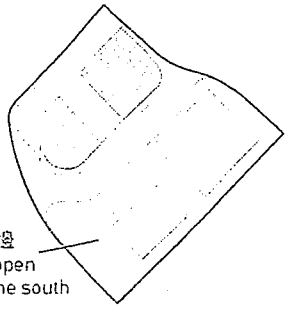
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Figure 1



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高威樓9樓F室

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TPB/R/S/H7/20-535

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): 彭銘楷

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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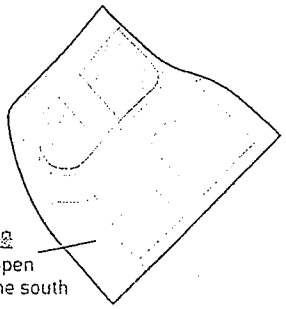
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高威樓9樓F室

20190719

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TPB/R/S/H7/20-536

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電話：
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本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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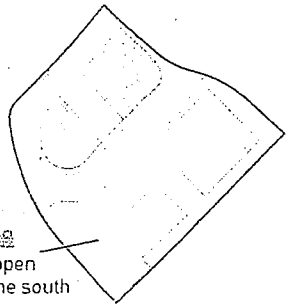
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Figure 1



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高威樓9樓F室

20190722
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TPB/R/S/H7/20-537

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 錢嘉駿

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
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簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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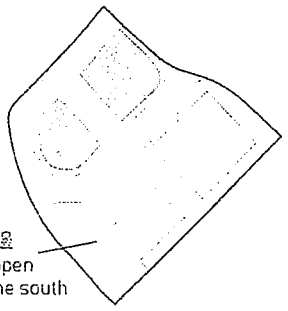
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TPB/R/S/H7/20-538

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
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電話：
Phone No.: [redacted]

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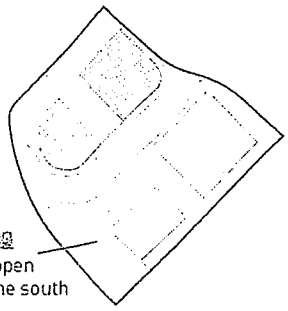
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☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

2019 07 12

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TPB/R/S/H7/20-539

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN TSZ KIN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, CHAN TSZ KIN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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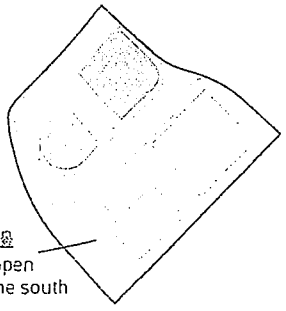
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TPB/R/S/H7/20-540

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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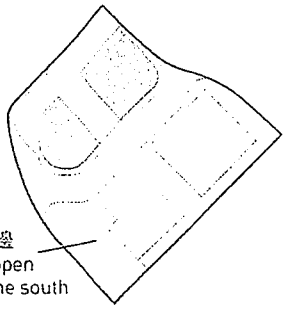
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20190722

TPB/R/S/H7/20-541

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG MAN YUK, JENNIFER

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字
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簽署：
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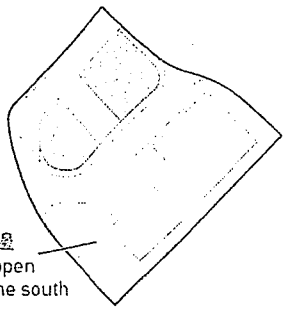
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☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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楊雪盈議員辦事處
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銅鑼灣高士威道16-22號
高威樓9樓F室

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ZU 130176

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TPB/R/S/H7/20-542

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): KO VANESSA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, VANESSA KO, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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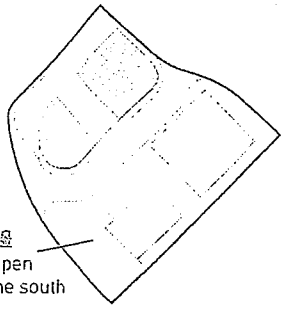
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TPB/R/S/H7/20-543

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LEE YUK KUEN JOECY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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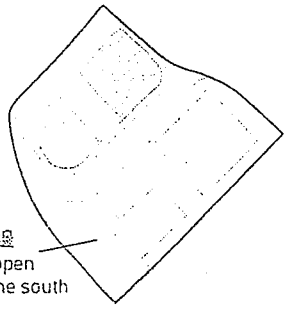
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TPB/R/S/H7/20-544

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LIU KIT LING BELLA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Ca [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: Bella K. C. Liu

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I, LIU KIT LING BELLA, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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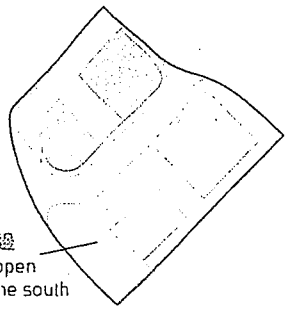
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其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

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楊雪盈議員辦事處
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銅鑼灣高士威道16-22號
高威樓9樓F室

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20190722

TPB/R/S/H7/20-545

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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Full Name (As printed in ID Card): PUN CHI IN

電話：
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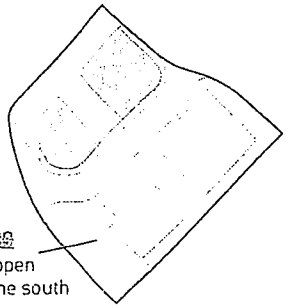
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電話：
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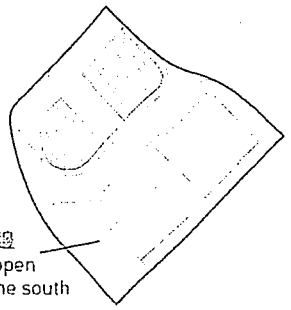
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高威樓9樓F室

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TPB/R/S/H7/20-547

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): WANG MEI MUN

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 WANG MEI MUN 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: [signature]

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

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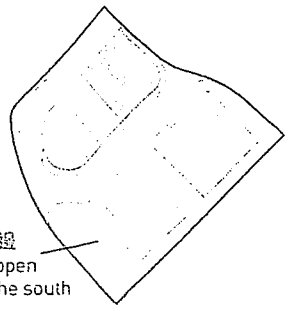
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TPB/R/S/H7/20-548

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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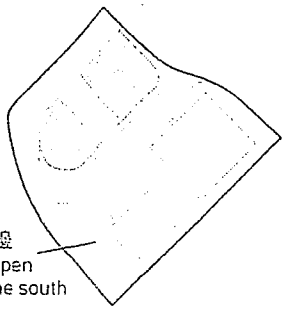
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Yau Chi Ming Benson 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Ya

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名義牲居民裨益。

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☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

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其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☑ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

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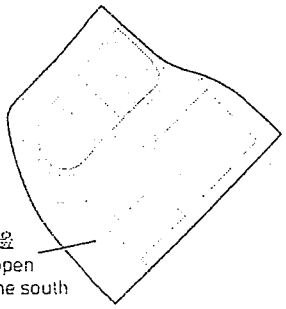
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

tpbpd

TPB/R/S/H7/20-
550 to 560

寄件者: [redacted]
寄件日期: 22日07月2019年星期一 13:52
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（六）
附件: carolinehill_190719121858-0001.pdf; carolinehill_190719121748-0001.pdf; carolinehill_190719121811-0001.pdf; carolinehill_190719121837-0001.pdf; carolinehill_190719121728-0001.pdf; carolinehill_190719121640-0001.pdf; carolinehill_190719121618-0001.pdf; carolinehill_190719121703-0001.pdf; carolinehill_190719121557-0001.pdf; carolinehill_190719121531-0001.pdf; carolinehill_190719121502-0001.pdf

致　城市規劃委員會：

附件內有 11 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿二日

TPB/R/S/H7/20-550 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHAN SHUN HUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 2 letters of ID C: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 CHAN SHUN HUNG 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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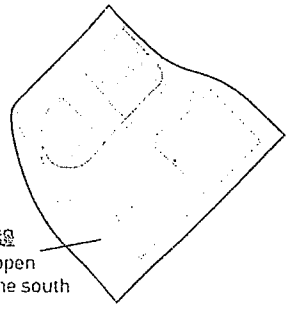
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其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

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如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-551 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHANG Po Yiu

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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電郵：
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200

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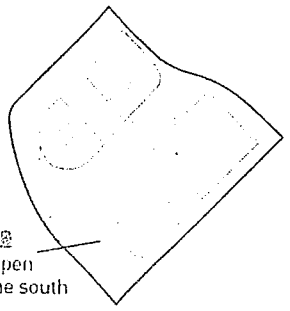
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其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

TPB/R/S/H7/20-552 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): KWAN LIN KRISTY FU

電話：
Phone No.:

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address:

地址：[redacted]
Home Address:

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☑ 本人 傅君達 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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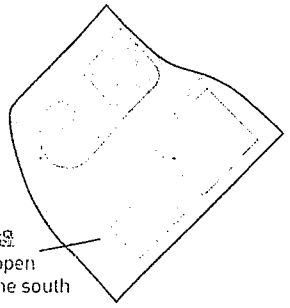
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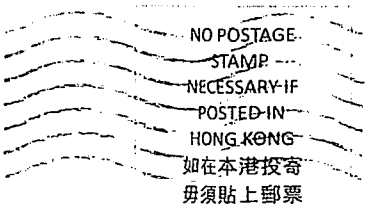
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楊雪盈議員辦事處
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香港
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高威樓9樓F室

請以膠紙封口 Please tape the edges

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TPB/R/S/H7/20-553

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LEUNG Yuk Shan

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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其他理由 Other Reasons: ①現時銅鑼灣利園一帶，禮頓道、加路連山道/連道一帶，交通經常極之擁塞，如果再加上兩幢零售/商業、兩幢GIC建築，情況將更惡化 ②銅鑼灣已經有太多零售/大商場，而且傾向越建越高檔也不是以本地人為主要服務對象。

本人要求： I hereby request the Town Planning Board to

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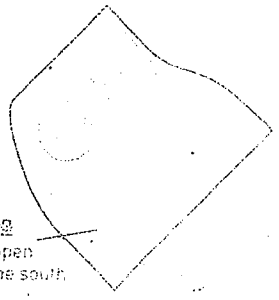
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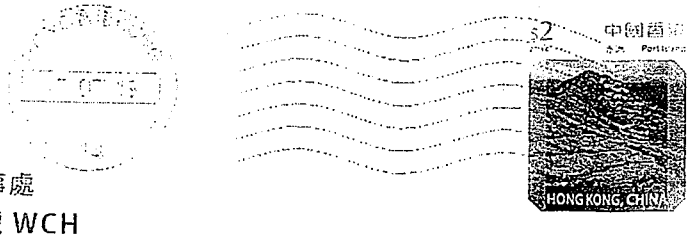
☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests: ①取消零售/商業部份，改為綠化/休憩用地，減少交通負荷之餘，也改善環境

附圖一
Figure 1



摺線 Folding line



楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190718

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 LEUNG YUET TONG 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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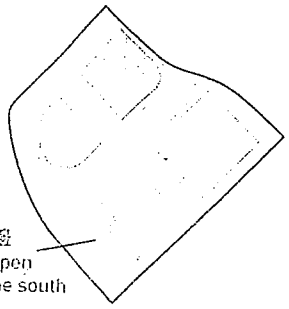
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☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-555

姓名（與身分證相同）：
Full Name (As printed in ID Card): Li Wai-ling, Sofia

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: /

地址：
Home Address: [redacted]

簽署：
Signature: Li Wai Ling

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☑ 本人 Li Wai-ling 授權楊雪盈議員辦事處為此申述的代理人。
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簽署：
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☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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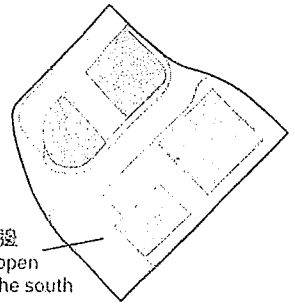
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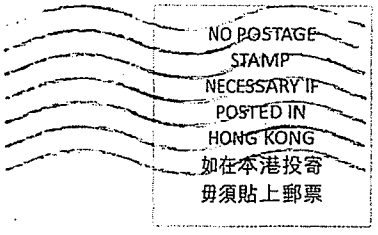
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附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-556

姓名（與身分證相同）：
Full Name (As printed in ID Card): LOK KEE HING ELAINE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
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☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, LOK KEE HING Elaine, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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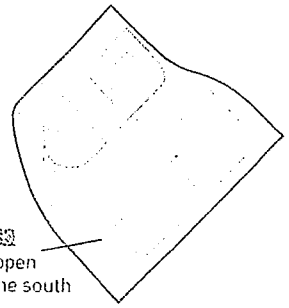
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☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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TPB/R/S/H7/20-557

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAM HELEN KA YAN

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable) *

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

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請勿釘封 Please tape the edges

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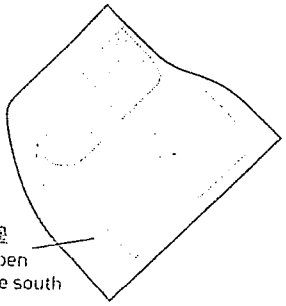
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摺線 Folding line

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聯署反對修訂黃泥涌分區計劃大綱核准圖 20190718 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-558

姓名（與身分證相同）：
Full Name (As printed in ID Card): YAN LIN FU

電話：
Phone No.:

身份證號碼英文字母及首三位數字：
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簽署：
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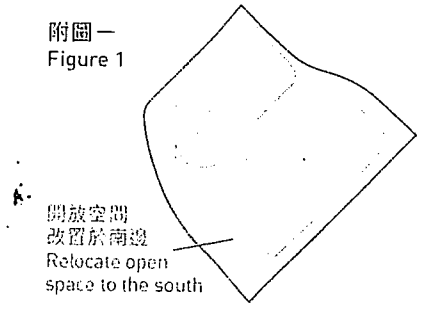
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其他要求 Other Requests:

附圖一
Figure 1



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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-559 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): IVANOV, ANTON

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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簽署：
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☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

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☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

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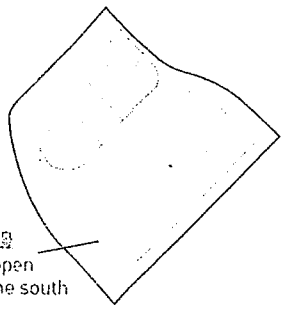
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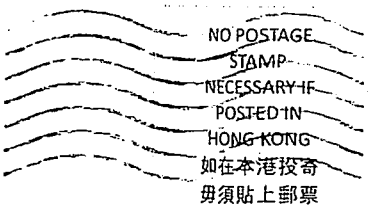
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-560 20190718

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): HEDLEY Paul

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Paul Hedley

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☑ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, PAUL HEDLEY, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Paul Hedley

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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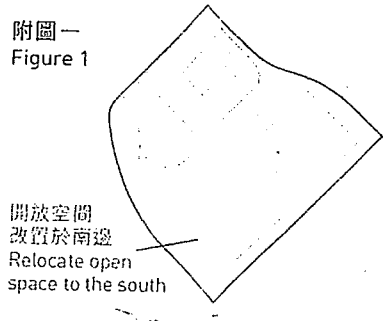
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☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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tpbpd

TPB/R/S/H7/20-
561 to 567

寄件者: [redacted]
寄件日期: 24日07月2019年星期三 16:44
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（十）
附件: carolinehill_190724132922-0001.pdf; carolinehill_190724133132-0001.pdf; carolinehill_190724132957-0001.pdf; carolinehill_190724133104-0001.pdf; carolinehill_190724132856-0001.pdf; carolinehill_190724132815-0001.pdf; carolinehill_190724132834-0001.pdf

致　城市規劃委員會：

附件內有 7 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

784 -790

TPB/R/S/H7/20-561

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card):

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：[redacted]
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address:

地址：
Home Address:

簽署：
Signature:

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旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, Cheung Suk Ming, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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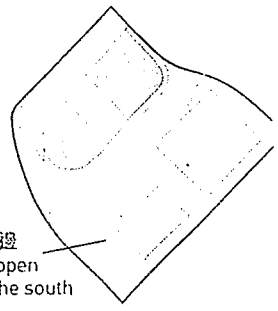
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-562

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): LEE Tsz Chun

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Ron Lee

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 LEE Tsz Chun 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Ron Lee

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

...的連接，以改善交通為名...居民裨益。

- [ ] Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

- [x] 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。
- [ ] The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

- [ ] 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。
- [ ] The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

I hereby request the Town Planning Board to:

- [x] 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。
- [ ] Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

- [x] 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。
- [ ] Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

- [x] 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。
- [ ] Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

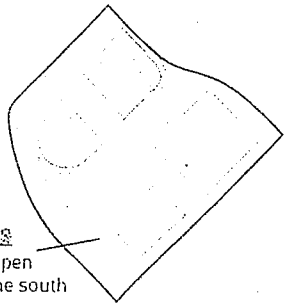
- [x] 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）
- [ ] Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

- [x] 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。
- [ ] Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

- [x] 擱置小巴站搬遷的建議。
- [ ] Shelve the plan to relocate the GMB terminus.

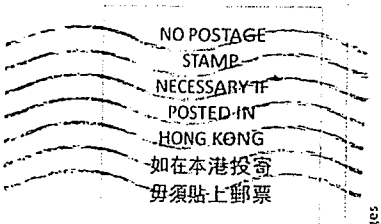
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摺線 Folding line





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TPB/R/S/H7/20-563

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): NG WING YEE AMY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: AN

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簽署：
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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

- Government's presentation on 8 Jan 2019 to WCDC did not show the assessment results of other road junctions farther from the rezoning site. Junctions up Broadwood Road and in core Causeway Bay area seem to be working at capacity with substantial delay and tailbacks have been frequently seen.
- Impact on pedestrians travelling from the GMB terminus to the Causeway Bay area for exchange to other mode of transport should be considered.

本人要求：

I hereby request the Town Planning Board to:

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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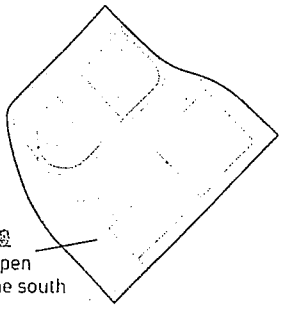
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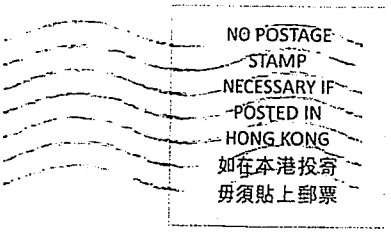
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附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-564

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 商婉玲

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

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簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 商婉玲 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

I hereby request the Town Planning Board to:

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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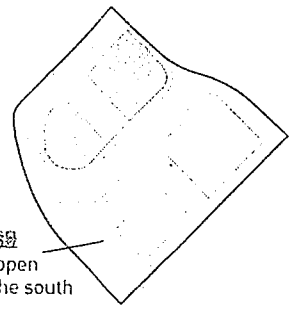
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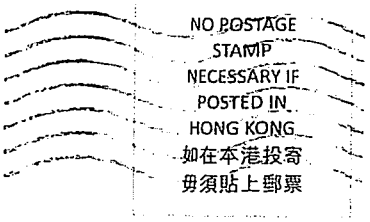
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附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-565

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 張秀珍

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: [redacted]

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 張秀珍 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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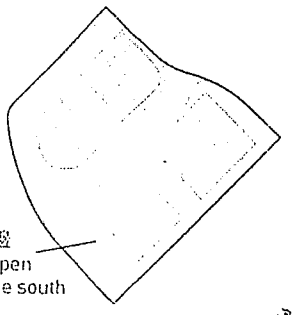
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其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-566

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): HO YING LUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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電郵：
Email Address:

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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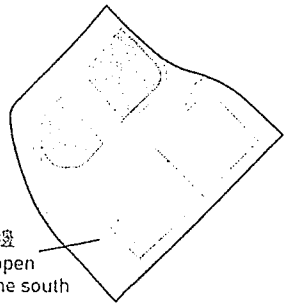
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香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-567

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CARSON, LUC A.R.

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Luc Carson 授權楊雪盈議員辦事處為此申述的代理人。
I, Luc Carson, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☐ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

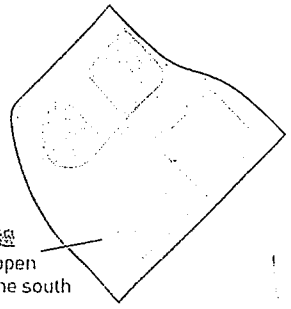
☑ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

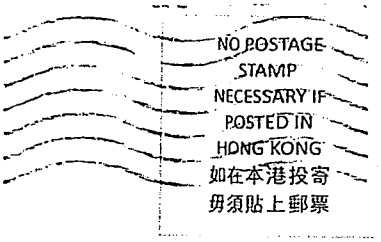
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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tpbpd

TPB/R/S/H7/20-
568 to 593

寄件者: [redacted]
寄件日期: 24日07月2019年星期三 16:20
收件者: tpbpd
主旨: 就S/H7/20圖則提交申述（八）
附件: carolinehill_20190724_done.pdf; carolinehill_20190724_done2.pdf; carolinehill_20190724_done3.pdf; Scan 22 Jul 2019 at 9.21 AM (1).pdf

致　城市規劃委員會：

附件內有 26 份就 S/H7/20 提出之申述，請參閱，謝謝。

楊雪盈議員辦事處　謹啟
二零一九年七月廿四日

Scan 21 Jul 2019 at 4.22 PM (1).pdf

791 – 816

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-568

姓名（與身分證相同）：
Full Name (As printed in ID Card): WHILE, SHARON JOY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card:

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, SHARON JOY WHILE, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ 擬建的法院大樓貼近加路連山道及逼逼住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☐ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷業活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons: WE DONT NEED MORE POLLUTING CARS & THEIR PARKING IN C.W.B. MAKE THIS DEVELOPMENT ELECTRIC CARS & BUSES ONLY!

本人要求：

I hereby request the Town Planning Board to:

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area floorspace, in order to decrease traffic impact area.

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

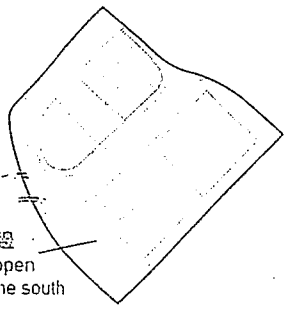
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☐ 擱置小巴站搬遷的建議。

☐ Shelve the plan to relocate the GMB terminus.

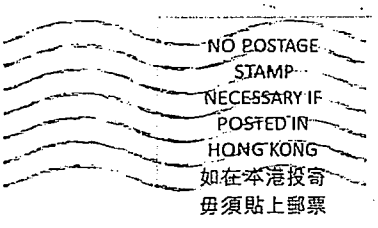
其他要求 Other Requests:

附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-569

姓名（與身分證相同）：
Full Name (As printed in ID Card): An Pui Yue

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 An Pui Yue 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

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I hereby request the Town Planning Board to:

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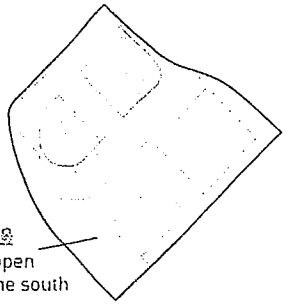
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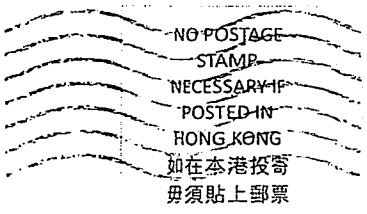
☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-570

姓名（與身分證相同）：
Full Name (As printed in ID Card): Allen CHAN Lung Cotton

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, Allen CHAN, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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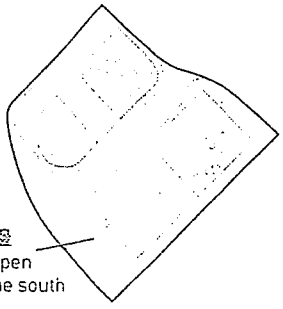
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☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室



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TPB/R/S/H7/20-571

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): MAISIE CHEUNG MEE SHEUNG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
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簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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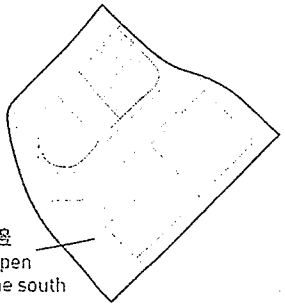
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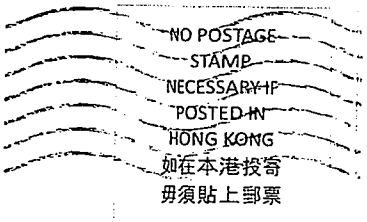
☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-572

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG SIN YAN CINDY

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
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簽署：

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 CHEUNG SIN YAN CINDY 授權楊雪盈議員辦事處為此申述的代理人。
I, CHEUNG SIN YAN CINDY, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects [illegible]th.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

I hereby request the Town Planning Board to:

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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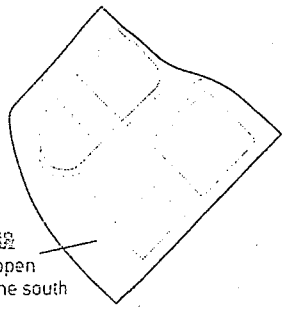
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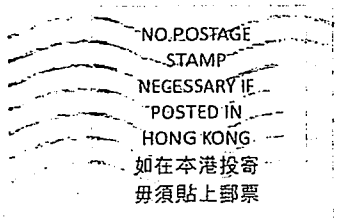
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附圖一
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摺線 Folding line





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TPB/R/S/H7/20-573

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHEUNG SIU LING

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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簽署：
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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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其他要求 Other Requests:

I hereby request the Town Planning Board to:

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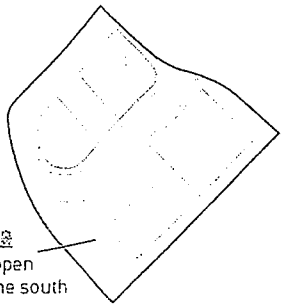
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☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-574

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): CHING PUI YEE PHOEBE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

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☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

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I hereby request the Town Planning Board to:

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☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

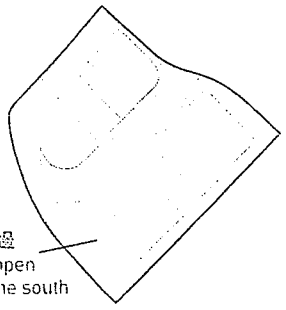
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☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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高威樓9樓F室

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TPB/R/S/H7/20-575

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): HO SHERWIN SHIU WANG

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

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☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 將銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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其他理由 Other Reasons:

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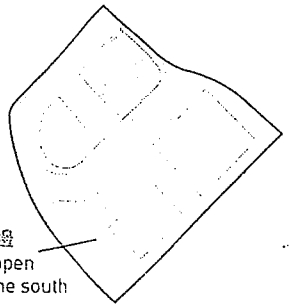
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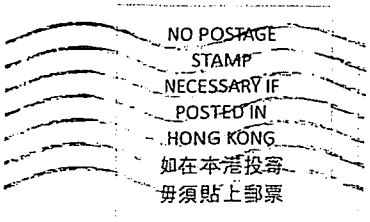
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附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-576

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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姓名（與身分證相同）：
Full Name (As printed in ID Card): KO CHUNG LING OPHELIA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
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簽署：
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* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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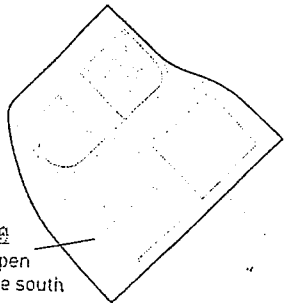
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其他要求 Other Requests:

附圖一
Figure 1



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銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-577

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): LAM KWOK FAI RAGENCE

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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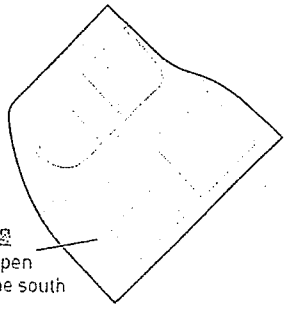
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其他要求 Other Requests:

附圖一
Figure 1



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高威樓9樓F室

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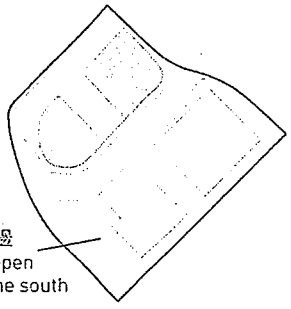
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Figure 1



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高威樓9樓F室

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☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☑ [illegible]

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

☑ 擱置小巴站搬遷的建議。

I hereby request the Town Planning Board to:

☐ Shr deve erci floors in or impa area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

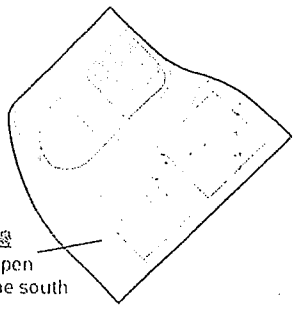
☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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TPB/R/S/H7/20-580

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 比 Hoi 花比

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address:

簽署：
Signature: Noelle

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, 比 Hoi 花比, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Noelle

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。(附圖一)

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☑ 擱置小巴站搬遷的建議。

其他要求 Other Requests:

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

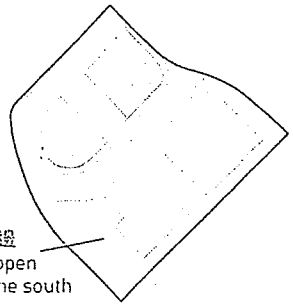
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

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☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-581

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): NG, Bing Chiu Raymond

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Raymond

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 NG, Bing Chiu Raymond 授權楊雪盈議員辦事處為此申述的代理人。
I, NG, Bing Chiu Raymond hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Raymond

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及逼道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such configuration blocks sunlight and affects residents' health.

☑ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

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其他理由 Other Reasons:

本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

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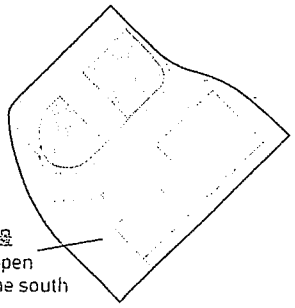
☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

Develop a workable and acceptable plan to ease the traffic congestion as a result of new district court complex and other buildings before proceeding with the development.

附圖一
Figure 1



摺線 Folding line

HONG KONG 香港 180719 19

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楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

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TPB/R/S/H7/20-582

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Pan Yuk Wan Sharon

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Sharon

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Pan Yuk Wan Sharon 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Sharon

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☐ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☑ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺、日照和通風。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

☐ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

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其他要求 Other Requests:

I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

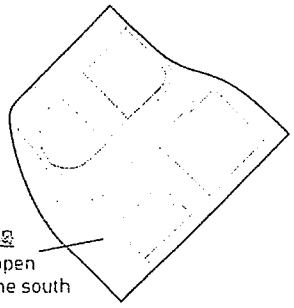
☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-583

姓名（與身分證相同）：
Full Name (As printed in ID Card): TAI YVONNE

Phone No.:

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

* Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 Tai Yvonne 授權楊雪盈議員辦事處為此申述的代理人。
I, Tai Yvonne, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

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☐ 銅鑼灣爾芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

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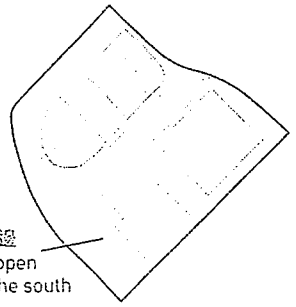
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其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-584

姓名（與身分證相同）：
Full Name (As printed in ID Card): TO CHAK YAN WILLIAM

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address:

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 陶澤恩 授權楊雪盈議員辦事處為此申述的代理人。
I, TO CHAK YAN WILLIAM, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
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I hereby request the Town Planning Board to:

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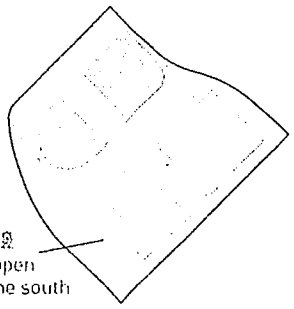
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☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☐ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing sessio[illegible] in the future. Please stay tuned for our announcements through our Facebook Page.

TPB/R/S/H7/20-585

姓名（與身分證相同）：
Full Name (As printed in ID Card): Frances Tong

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: Frances

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 Frances Tong 授權楊雪盈議員辦事處為此申述的代理人。
I, Frances Tong, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature: Frances

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以✓表示，可多選）

☑ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

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☑ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

☑ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☑ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

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☑ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

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本人要求：

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

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I hereby request the Town Planning Board to:

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

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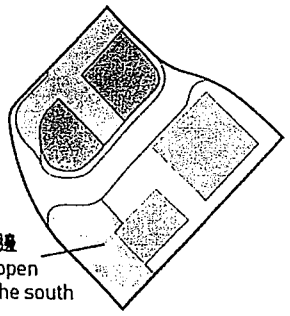
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聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

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TPB/R/S/H7/20-586

姓名（與身分證相同）：
Full Name (As printed in ID Card): 童毓思 TUNG, Yuk Zse

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address: [redacted]

簽署：
Signature: 童毓思

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I, TUNG, Yuk Zse, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

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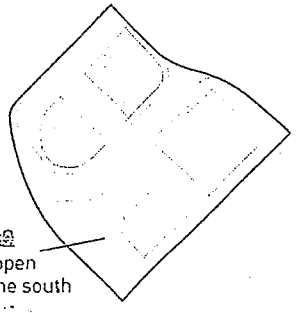
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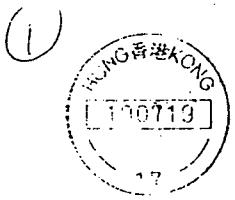
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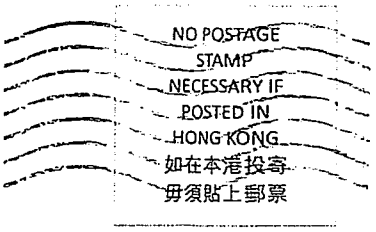
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-587

姓名（與身分證相同）：
Full Name (As printed in ID Card): WONG YUEK CHEE FIONA

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
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I, WONG YUEK CHEE FIONA, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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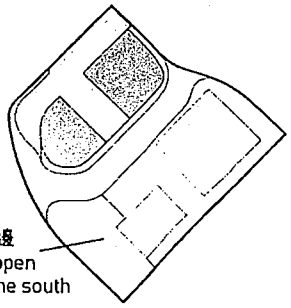
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☑ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ Shelve the plan to relocate the GMB terminus.

附圖一
Figure 1



摺線 Folding line

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STAMP
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簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

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TPB/R/S/H7/20-588

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): YEUNG LAI YI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address: [redacted]

地址：
Home Address:

簽署：
Signature:

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☑ 本人 Yeung Lai Yi 授權楊雪盈議員辦事處為此申述的代理人。
I, _____. hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

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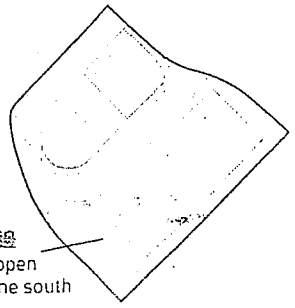
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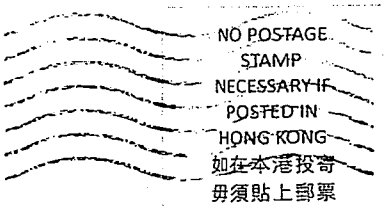
-保留現有的樹木
-增建兒童遊樂場，籃球場，排球場，網球場，室內運動場

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

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署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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TPB/R/S/H7/20-589

姓名（與身分證相同）：
Full Name (As printed in ID Card): PRITCHARD TIMOTHY HUGH

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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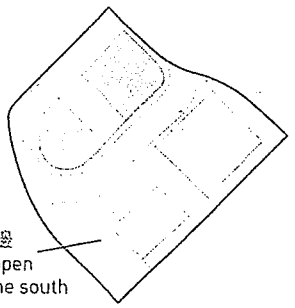
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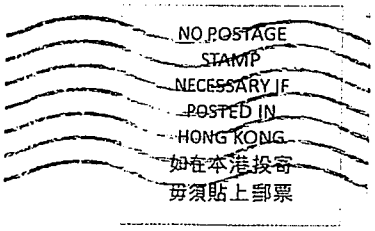
其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

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請以膠紙封口 Please tape the edges

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

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TPB/R/S/H7/20-590

姓名（與身分證相同）：
Full Name (As printed in ID Card): 雷卓光

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: Harry Lowie

* 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述有效，避免有人重複遞交。楊雪盈議員辦事處會將閣下資料保密。

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
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本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

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☑ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

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☐ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

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I hereby request the Town Planning Board to:

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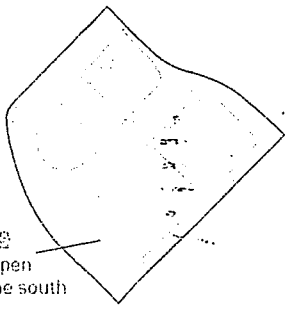
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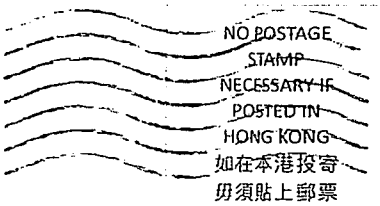
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附圖一
Figure 1



摺線 Folding line





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高威樓9樓F室

213
13

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TPB/R/S/H7/20-591

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

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Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): 黃慧蘭

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

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I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

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☐ 擬建的法院大樓貼近加路連山道及連道住宅，嚴重遮擋日照，影響居民健康。

I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☑ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☑ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

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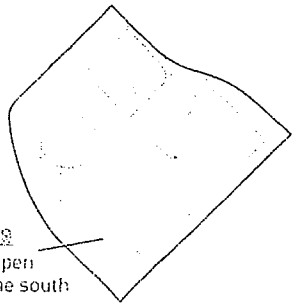
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附圖一
Figure 1



折線 Folding line

NO POSTAGE STAMP NECESSARY IF POSTED IN HONG KONG
如在本港投寄毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
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高威樓9樓F室

請以膠紙封口 Please tape the edges

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TPB/R/S/H7/20-592

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姓名（與身分證相同）：
Full Name (As printed in ID Card): Ng Tsz Chun Shunichi

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

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I oppose against Town Planning Board's amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19, with reasons below: (Please tick the boxes if applicable)

☐ PlanD only arranged two meetings with the District Council regarding the proposal and refused to provide the full planning document to DC members. The government hides the facts and deceives DC members, obstructing the public to express their views.

☐ The Traffic Impact Assessment submitted by the Planning Department is crude and biased. The results cannot reflect the actual bad traffic situation in the proximity. Further commercial development and relocation of courts will only worsen the traffic and even affect other areas in Hong Kong Island.

☐ There is enough retail facilities in Causeway Bay. Introducing retail space in the CHR site will only put excessive burden on roads and sidewalks and affect daily life of nearby residents.

☐ Given the height limits in the proposal, the total buildable floor area of the District Court site would be far larger than 70,000 sq.m which is suggested by the Judiciary. The Planning Department fails to explain the reason of such as loose height limit. This raises speculations that the government has hidden agenda to plan for further development in an even larger scale in the future.

☐ The proposed District Court Complex erects very close to residential buildings at Caroline Road and Link Road. Such

☑ 銅鑼灣蘭芳道的小巴總站遷入加山用地會中斷樂活道、跑馬地和大坑來往銅鑼灣港鐵站的連接，以改善交通為名犧牲居民裨益。

☐ Relocating the GMB terminus from Lan Fong Road to the site will break the commute routes for residents in Broadwood Road, Happy Valley and Tai Hang towards Causeway Bay MTR station, sacrificing the benefits of the community.

☑ 開放空間由地產商管理，只會被利用為牟利工具，不能滿足居民所需，居民亦無法透過區議會監察建設及管理安排。

☐ The privately-owned open space will be exploited for money-making and cannot cater the needs of the residents. The community would not be able to monitor the design, construction and management details through the District Council.

☑ 擬建的四棟大樓嚴重影響銅鑼灣區街道的視覺，日照和通風。

☐ The four proposed skyscrapers in the site will cause extreme negative impact on view, ventilation and sunlight penetration.

其他理由 Other Reasons:

本人要求：

I hereby request the Town Planning Board to:

☑ 大幅降低商業發展規模，刪除零售樓面，減少對交通的影響。

☐ Shrink the development scale of commercial area and remove retail floorspace, in order to decrease traffic impact on the surrounding area.

☑ 大幅降低「政府、機構及社區用地」的高度限制，減少對該區域景觀和通風的影響。

☐ Lower the height limit of the "Government, Institution or Community" site to alleviate impact on view and ventilation.

☑ 將修訂方案的開放空間由「商業」改劃為「休憩用地」，並由政府部門管理。

☐ Rezone the planned open area from "Commercial" to "Open Space", such that the park can be managed by the government.

☑ 將開放空間改為置於南邊，將法院大樓和加路連山道住宅相隔，提高開放空間的易達性並保留日照和通風。（附圖一）

☐ Relocate the open space to the south othe the site, to separate the District Court Complex and residential buildings at Caroline Hill Road. The refined layout can enhance the accessibility of the open space and keep adequate sunlight and ventilation. (Figure 1)

☑ 保育用地內兩棵古樹名木、一棵重要樹木及具歷史價值的石牆，並在新發展內融入如此珍貴的社區資源。

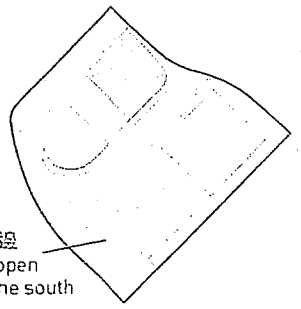
☐ Preserve the two Old and Valuable Trees, one Important Tree and the historical stone wall in the site and incorporate such valuable community resources into the new development.

☑ 擱置小巴站搬遷的建議。

☐ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line

NO POSTAGE
STAMP
NECESSARY IF
POSTED IN
HONG KONG
如在本港投寄
毋須貼上郵票

楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

請以膠紙封口 Please tape the edges

TPB/R/S/H7/20-593

聯署反對修訂黃泥涌分區計劃大綱核准圖 S/H7/19

Petition against amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

請在7月22日或之前郵寄此聯署申述書至本辦事處，讓我們為你遞交。城規會將會邀請公眾參與第二輪諮詢，以及舉辦公聽會。歡迎留意本辦事處的 Facebook 專頁查看最新消息。

Please return this petition letter to Office of Clarisse Yeung by mail on or before 22 July. Our office will submit all letters to the TPB. TPB will hold a second-round consultation and a hearing session in the future. Please stay tuned for our announcements through our Facebook Page.

姓名（與身分證相同）：
Full Name (As printed in ID Card): PANG LO MEI

電話：
Phone No.: [redacted]

身份證號碼英文字母及首三位數字：
Leading alphabet & first 3 letters of ID Card: [redacted]

電郵：
Email Address:

地址：
Home Address: [redacted]

簽署：
Signature: Pang lo mei

- 請以正楷填寫個人資料。根據城規會《規劃指引編號29B》，申述書需附上以上申述人資料才當有效。城規會收集身份證號碼旨在確保申述真確，避免有人重複提交。楊雪盈議員辦事處會將閣下資料保密。
- Please fill in the information in block letters. According to Town Planning Board Guidelines 29B, the representer shall provide the above information to validate the submission. TPB collects ID card number to verify the authenticity of the submission and prevent duplicate submissions. The Office of Clarisse Yeung will keep the data strictly confidential.

☐ 請不必將我加入通訊名單，我明白此舉將使我無法接收日後由楊雪盈議員辦事處發放的相關資訊。
I would opt-out from joining the contact list. I understand that I will not be able to receive further information from Office of Clarisse Yeung.

城規會會就是次修訂召開會議，並邀請你親自出席發言。如你願意授權本辦事處代表出席，表達你的意見，請剔選以下空格、填上姓名及簽署。

Town Planning Board will hold a meeting regarding this plan and invite you to attend and share your views. If you wish to authorize our Office to attend the meeting for you and present your views, please tick the box below and provide your name and signature.

☐ 本人 _____ 授權楊雪盈議員辦事處為此申述的代理人。
I, _____, hereby authorize the Office of Clarisse Yeung as my agent on this representation.

簽署：
Signature:

本人反對城規會於2019年5月24日就黃泥涌分區計劃大綱核准圖提出的修訂，理由如下：
（如同意以下理由，請在空格內以 ✓ 表示，可多選）

☐ 規劃署只曾就加路連山道政府用地發展方案兩次提交區議會討論，並拒絕向議員提供完整規劃文件，意圖隱瞞事實蒙騙議員，妨礙公眾就發展方案提出意見。

☐ 規劃署提交的交通影響評估簡陋粗疏，數據以偏概全，並未如實反映現時一帶的已飽和的交通情況。如再興建商業大樓及法院，只會引起更嚴重的塞車情況，更禍及其他鄰近地區。

☐ 銅鑼灣一帶已有足夠零售設施，在加山用地內興建零售設施只會加重道路和行人路負荷，居民永無寧日。

☐ 按照修訂方案的高度限制，法院用地的可建樓面面積將遠超律政司提出所需的七萬平方米。但規劃署無法解釋為何制定如此寬鬆的高度限制，令人質疑是否有所隱瞞，為未來作更大規模發展鋪路。

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File

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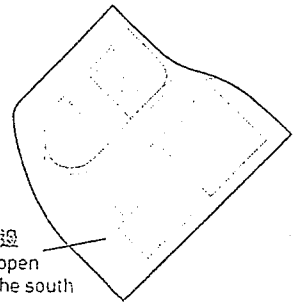
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☑ Shelve the plan to relocate the GMB terminus.

其他要求 Other Requests:

附圖一
Figure 1



摺線 Folding line





楊雪盈議員辦事處
簡便回郵37號 WCH
香港
銅鑼灣高士威道16-22號
高威樓9樓F室

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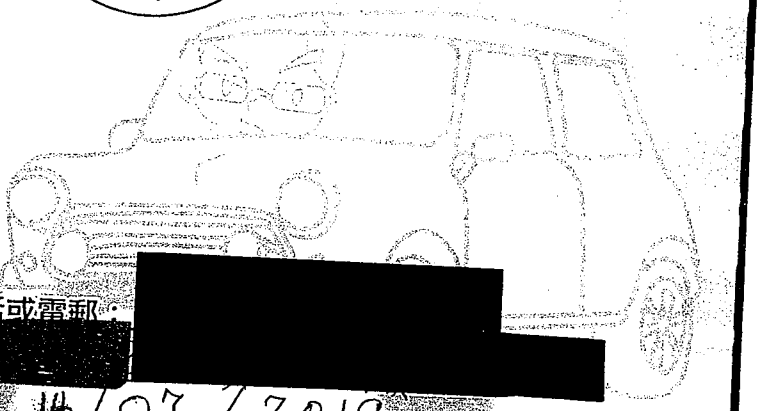
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閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：



RECEIVED
24 JUL 2019
Town Planning Board

姓名：廖潔玲 (選填) 聯絡電話或電郵：[redacted]

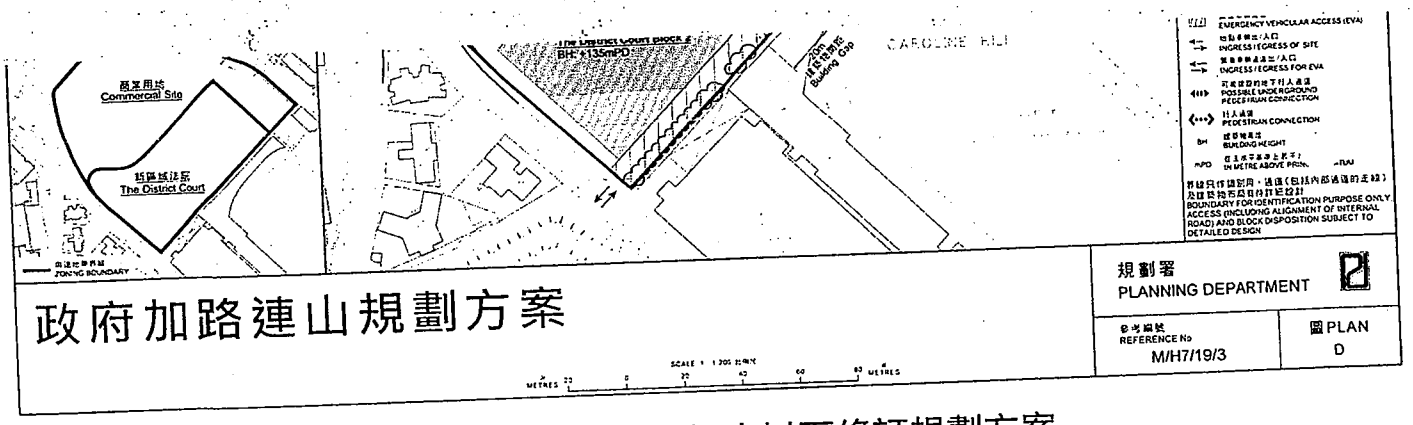
地址：[redacted]

簽署：Bella K. C. Liu 日期：14/07/2019

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email : info@tsewaichun.org

530



因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案



「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
副召集人：李耀熙（華翠臺業主立案法團主席兼力生軒業主立案法團主席）秘書長兼法律顧問：葉鳳仙律師（樂活之友協會主席）
副秘書長：吳樹桑（樂活之友協會秘書長）顧問團：石禮謙（立法會議員，地產界） 交通顧問：陳沛翔

)日2+日將是城規會接收規劃意見期限，請於限期前將意見書透過下列方式，**向城規會提交建議：**

TPB/R/S/H7/20-595

(a) 地址：香港北角渣華道333號北角政府合署15樓)

(b) 傳真（號碼：2877 0245或2522 8426）；

(c) 電郵（地址：tpbpd@pland.gov.hk）；或

(d) 在城規會網站遞交:
https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html

閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

RECEIVED
24 JUL 2019
Town Planning Board

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

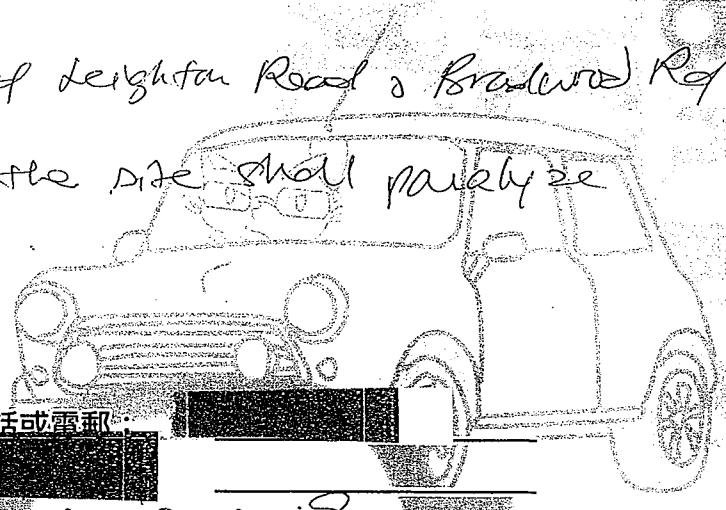
☐ 對政府原修訂規劃意見：

1) Lack of survey data on road traffics on regular days with heavier traffic eg. before & after nearby school, Friday afternoon, Saturday (especially near South China Athletics Association), horse racing day & special event day at HKC Stadium

2) Lack of survey data on pedestrian routings eg. to & from nearby MTR entrances

3) Lack of traffic analysis of Leighton Road & Broadwood Rd

4) Redevelopment works of the site shall analyze traffic of Causeway Bay.



姓名：Bonnie Wong (選填) 聯絡電話或電郵：[redacted]

地址：[redacted]

簽署：[signature] 日期：20-7-2019

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email: info@tsewaichun.org

531



因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案



「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
副召集人：李耀熙（華翠臺業主立案法團主席兼力生軒業主立案法團主席）秘書長兼法律顧問：葉鳳仙律師（樂活之友協會主席）
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月[illegible]日將是城規會接收規劃意見期限，請於限期前將意見書透過下列方式，**向城規會提交建議：**

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RECEIVED
24 JUL 2019
Town Planning Board

☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

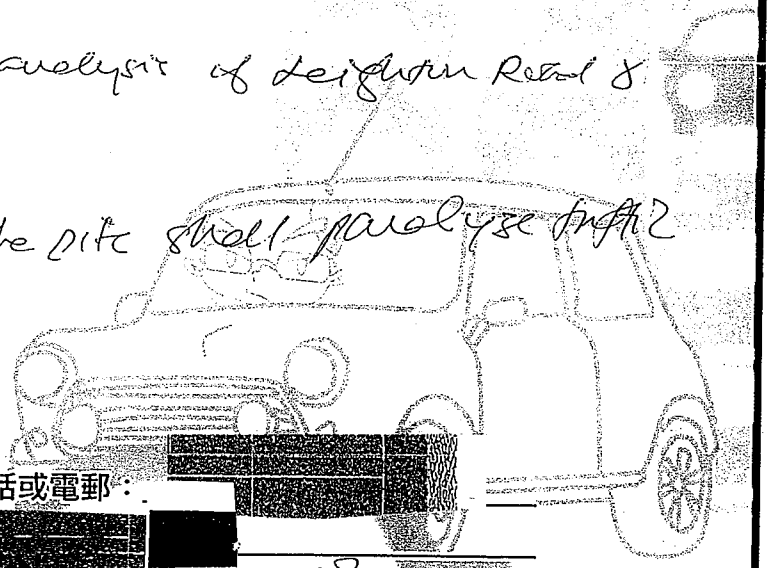
☑ 對政府原修訂規劃意見：

1) Lack of survey data on road traffics on regular days with heavier traffic e.g. before & after nearby schools, Friday afternoon, Saturday afternoon, Horse racing day & special event day in HK stadium

2) Lack of survey data on pedestrian flows eg to & from nearby MTR entrances

3) Lack of traffic queue analysis of Leighton Road & Broadwood Rd

4) Redevelopment of the site should analyse traffic of Causeway Bay



姓名：Carson Chan （選填）聯絡電話或電郵：[redacted]

地址：[redacted]

簽署：[signature] 日期：[illegible]

填寫意見後，可透過以下方式傳至本議員辦事處 532

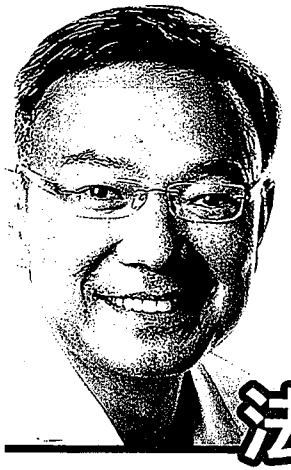
Whatsapp: 9673 3777 Email : info@tsewaichun.org



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灣仔樂活區議員

謝偉俊

Paul Tse Wai Chun

地址：香港銅鑼灣羅素街50-52號
德發大廈6樓 B室
電話：2575 5889
電郵：info@tsewaichun.org

法院、商廈建加山 交通勁塞雪加霜

府擬在加路連山道機電工程署原址，興建兩幢高135米法院大樓及兩幢30層高商業大樓及600個泊車位。規劃將大大增加區內車流人流，禮頓、連道、樂活道等路段，勢必塞上加塞。高聳法院大樓及商廈亦將阻礙內樓宇空氣流通及採光度。

悉，政府規劃依據2017年平常日子人車流量作交通評估，評估數據滯後、面，脫離現實，忽視賽馬日及大球場舉行大型活動期間人車激增流量，更計及2017年至今，每年數以萬計車輛增幅。

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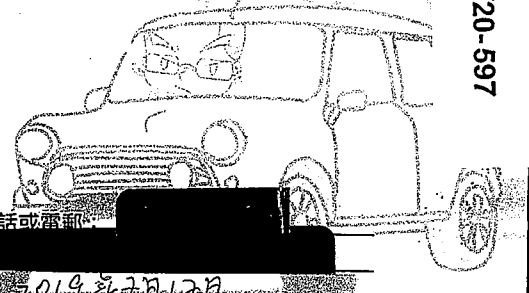
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Town Planning Board

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☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

強烈要求政府按照跑灣區規劃关注组的新設計，重新修訂原有不合理規劃，以免对民生造成嚴重滋擾！



TPB/R/S/H7/20-597

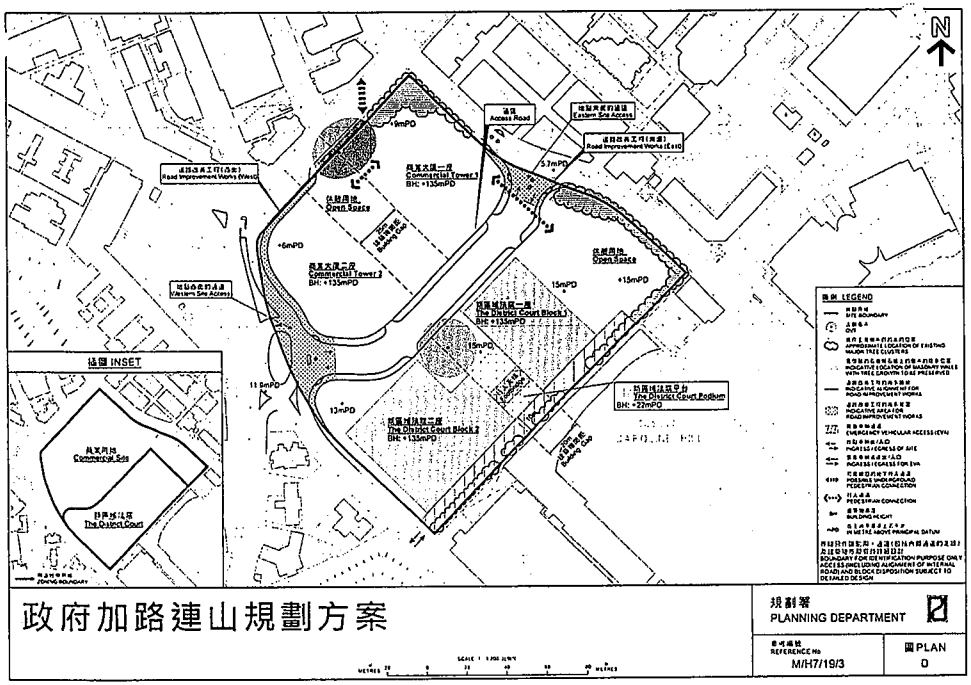
姓名：陳垂洋 （選填）聯絡電話或電郵：[redacted]

地址：[redacted]

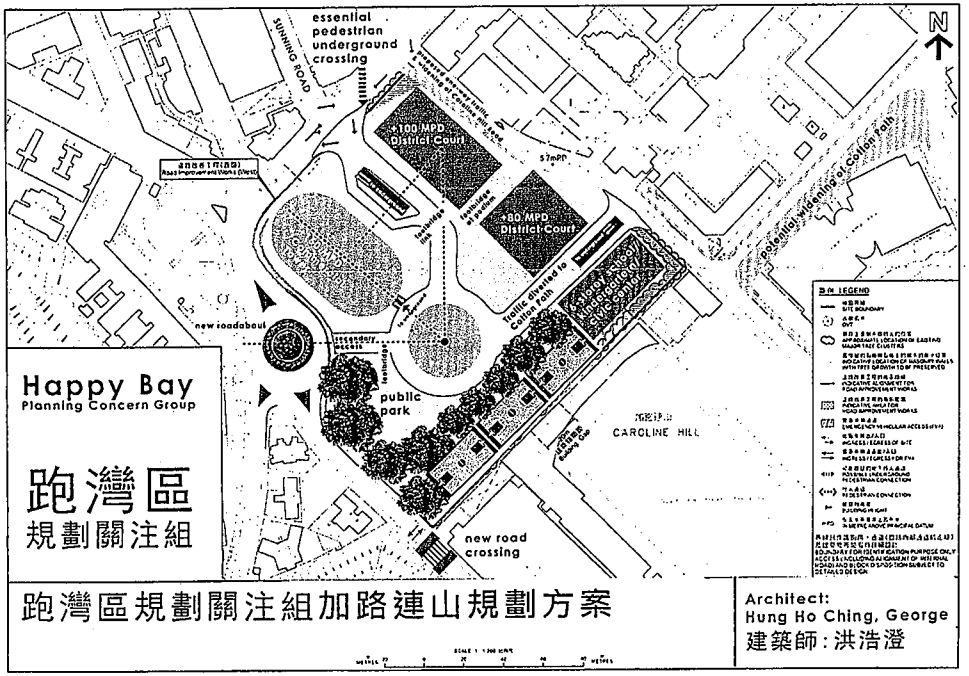
簽署：CHAN 日期：2019年7月13日

填寫意見後，可透過以下方式傳至本議員辦事處

541



因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案



「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
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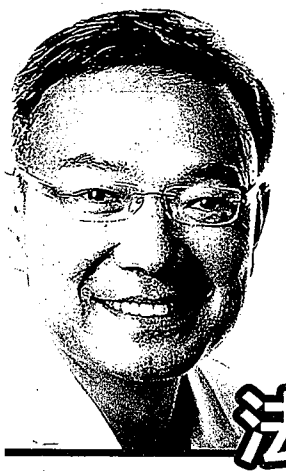
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灣仔樂活區議員

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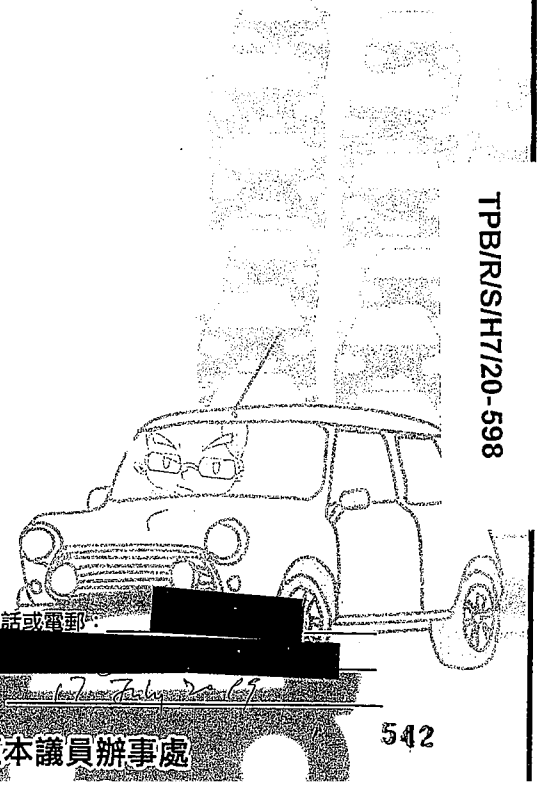
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☑ 支持 / ☐ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

康和區設施
減低商用樓.



TPB/R/S/H7/20-598

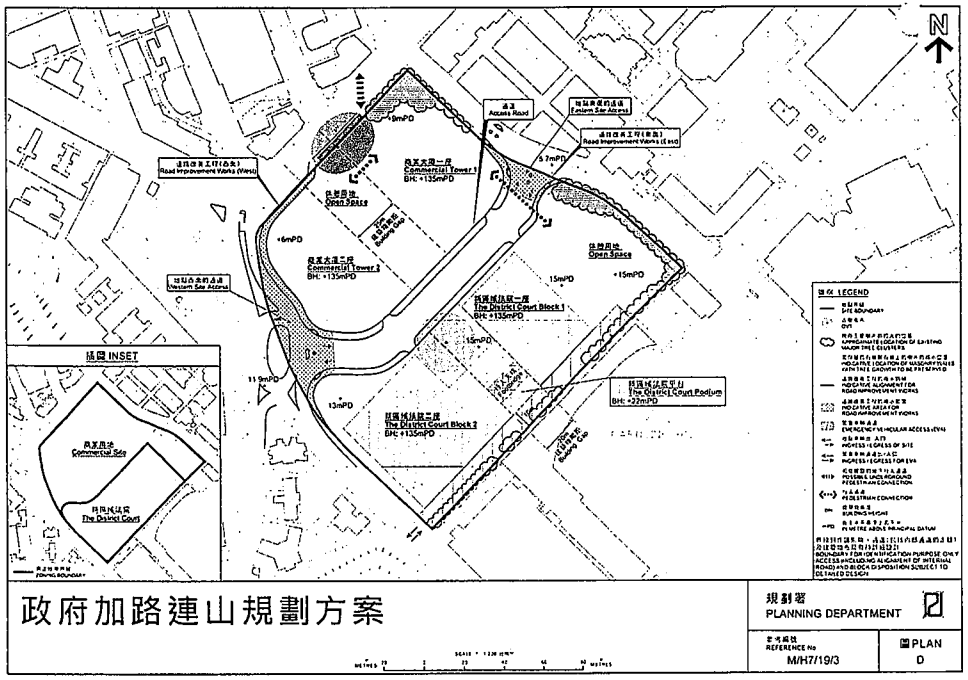
姓名：CHRIS KWOK （選填）聯絡電話或電郵：[redacted]

地址：[redacted]

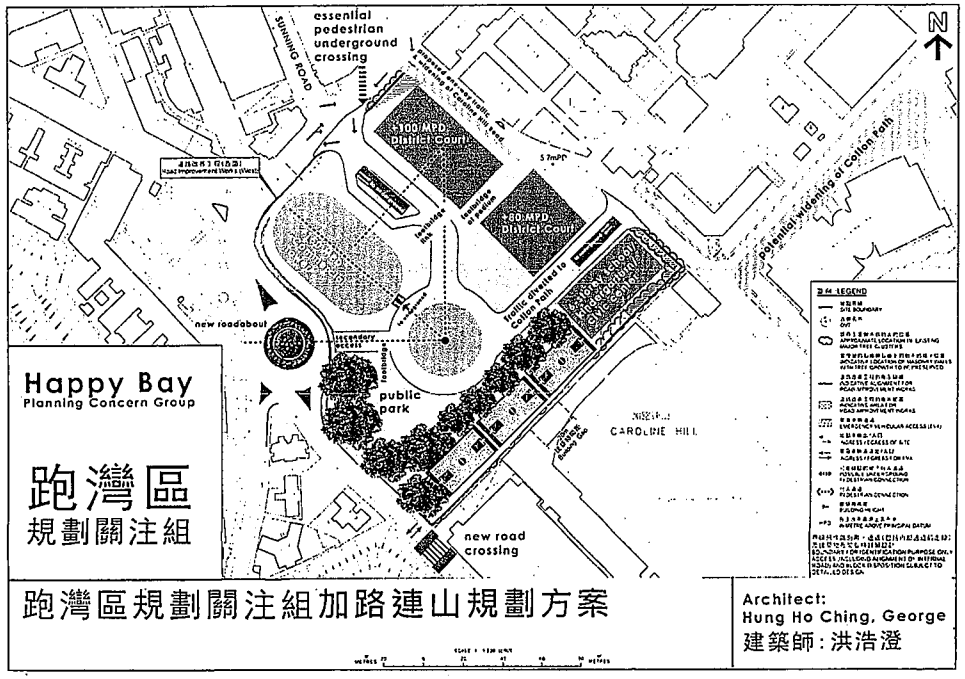
簽署：Chris Kwok 日期：[redacted]

542

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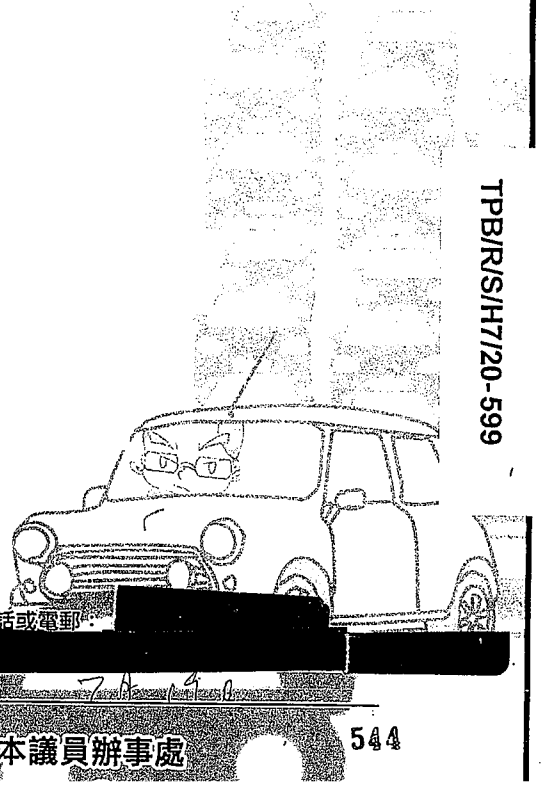
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☐ 對政府原修訂規劃意見：

增加綠洲！
不要石屎森林！



TPB/R/S/H7/20-599

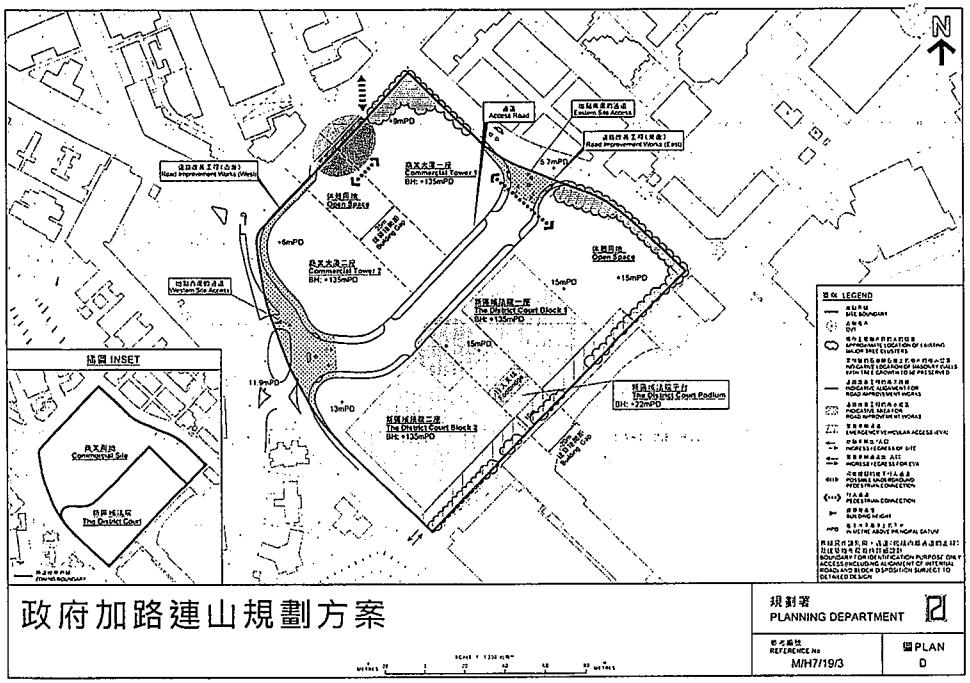
姓名：FIONA HUNG （選填）聯絡電話或電郵：[redacted]

地址：[redacted]

簽署：Fiona 日期：[redacted]

填寫意見後，可透過以下方式傳至本議員辦事處

544



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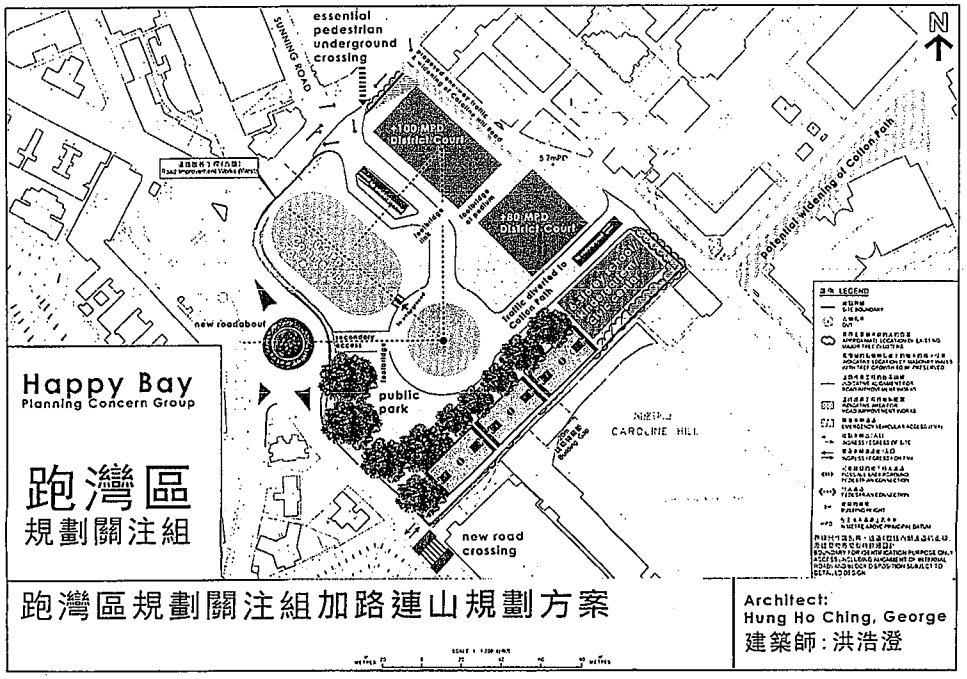
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- Provide underground pedestrian walkway to connect MTR stations.
- 提供地下行人隧道將擬議發展連接港鐵站。

- Provide sports ground to compensate partial loss of Victoria Park and Moreton Terrace.
- 提供運動場地以彌補銅鑼灣維多利亞公園和摩頓臺損失的運動場地面積。

- Provide Community Facilities to serve residents of Happy Valley and Causewaybay.
- 提供社區設施，直接為跑馬地及銅鑼灣居民服務。

因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案



「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
副召集人：李耀熙（華翠臺業主立案法團主席兼力生軒業主立案法團主席）秘書長兼法律顧問：葉鳳仙律師（樂活之友協會主席）

~~7~~ 24日將是城規會接收規劃意見期限，請於限期前將意見書透過下列方式**向城規會提交建議**：

(a) 地址：香港北角渣華道333號北角政府合署15樓） TPB/R/S/H7/20-600

(b) 傳真（號碼：2877 0245或2522 8426）；

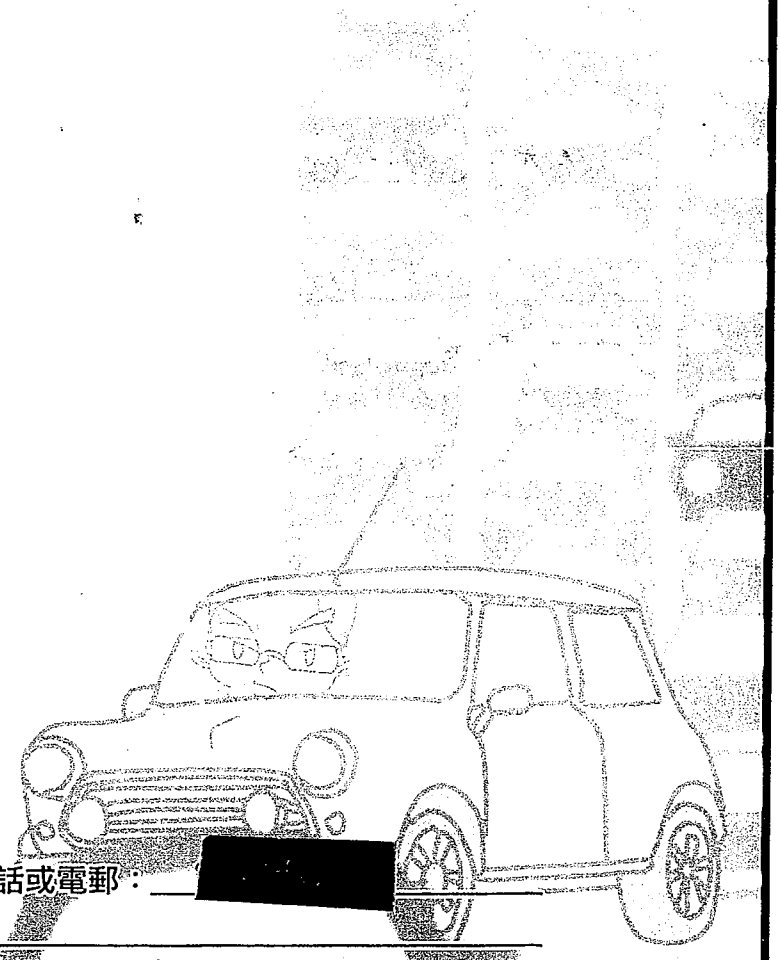
(c) 電郵（地址：tpbpd@pland.gov.hk）；或

(d) 在城規會網站遞交:
https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html

閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

☐ 支持 / ☑ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：



[redacted]

姓名：許宗熾 （選填）聯絡電話或電郵：[redacted]

地址：

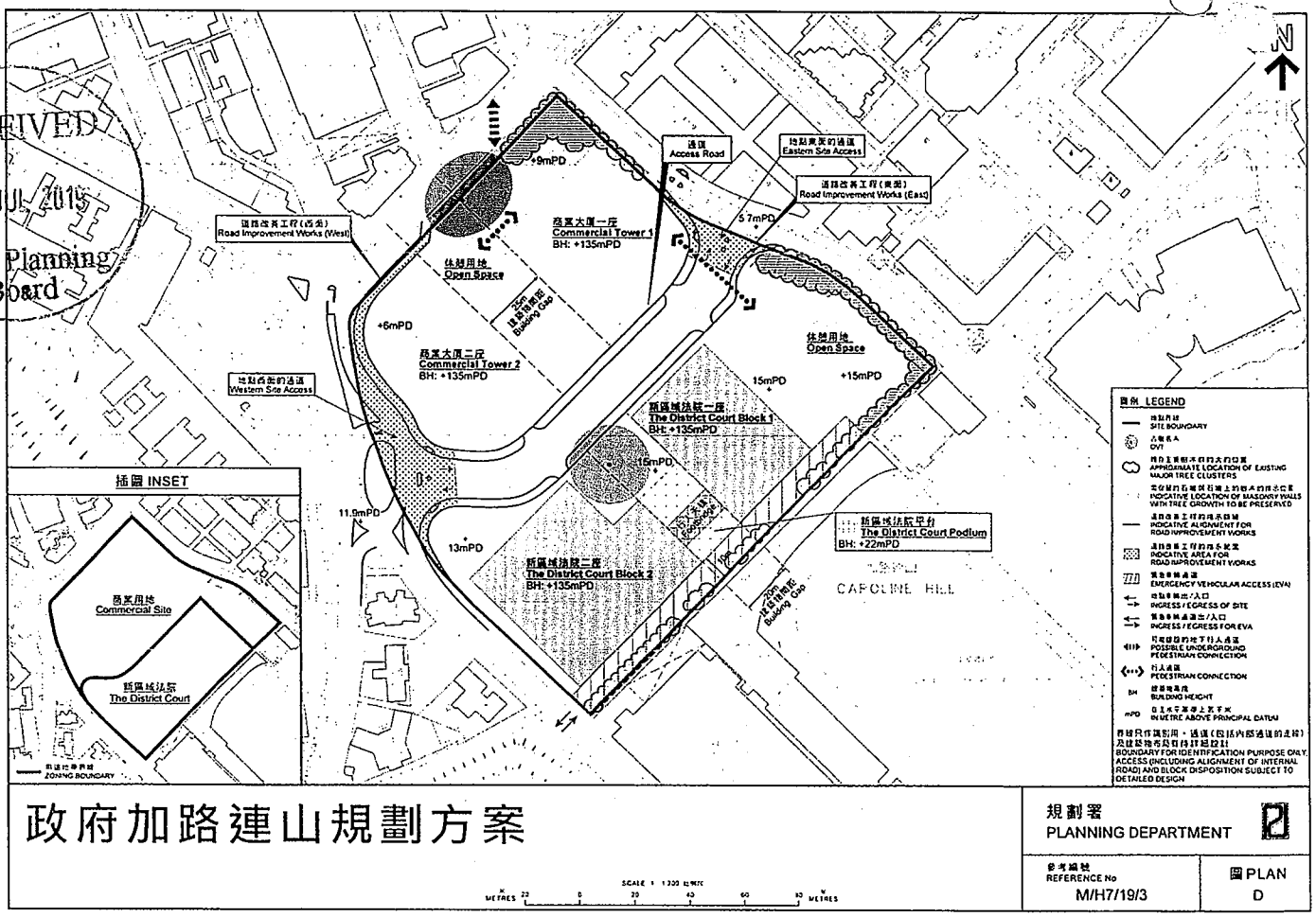
簽署：C. C. Hui 日期：20-7-2019

填寫意見後，可透過以下方式傳至本議員辦事處

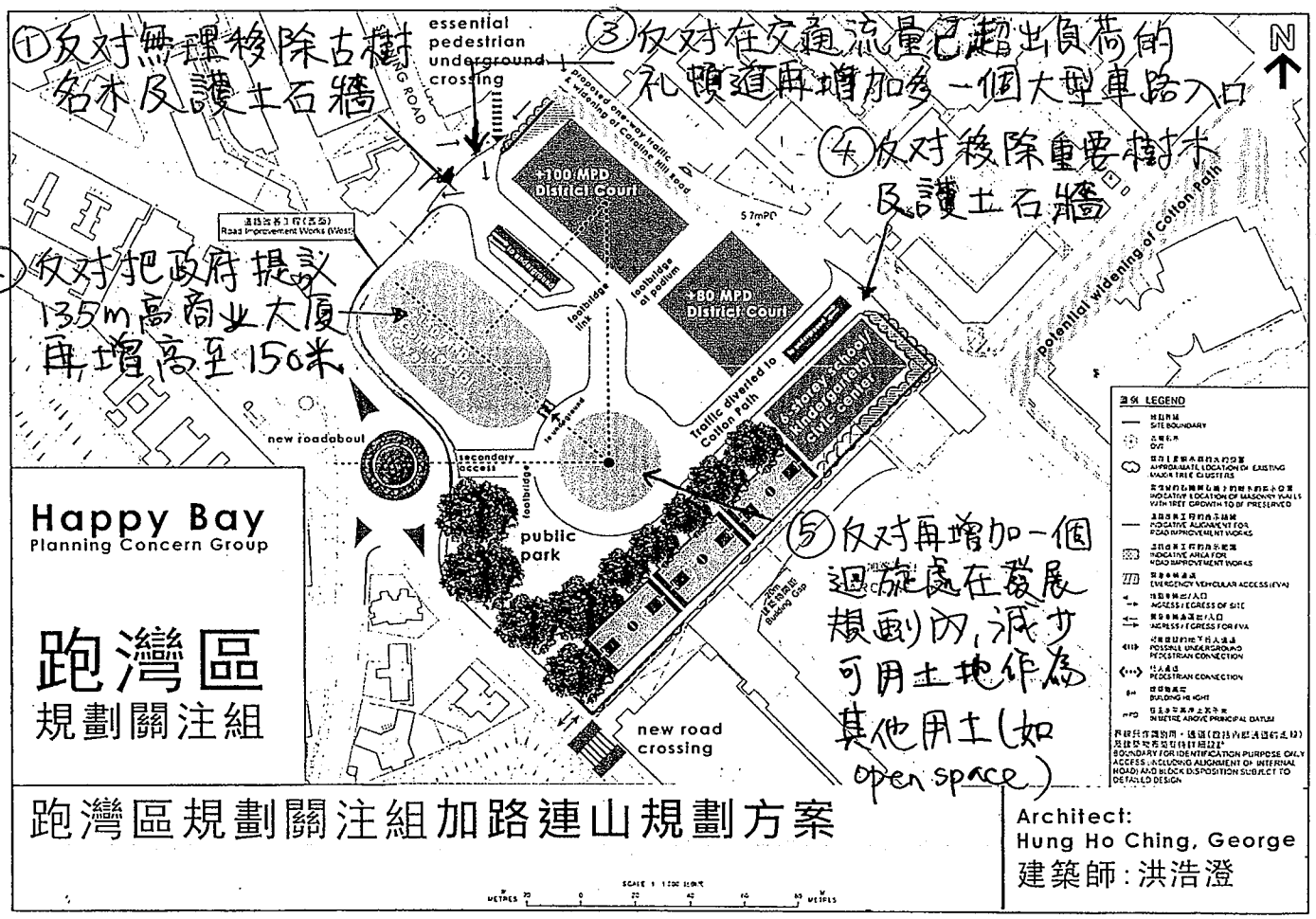
Whatsapp: 9673 3777 Email : info@tsewaichun.org

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19 JUL 2015
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因應政府原規劃缺點，跑灣區規劃關注組提出以下修訂規劃方案



「跑灣區規劃關注組」召集人：洪浩澄（加路連花園管理委員會主席、義務建築規劃顧問、建築師、政府認可人仕）
副召集人：李耀熙（華翠臺業主立案法團主席兼力生軒業主立案法團主席）秘書長兼法律顧問：葉鳳仙律師（樂活之友協會主席）

24日將是城規會接收規劃意見期限，請於限期前將意見書透過下列方式，**向城規會提交建議：**

(a) 地址：香港北角渣華道333號北角政府合署15樓) TPB/R/S/H7/20-601

(b) 傳真（號碼：2877 0245或2522 8426）；

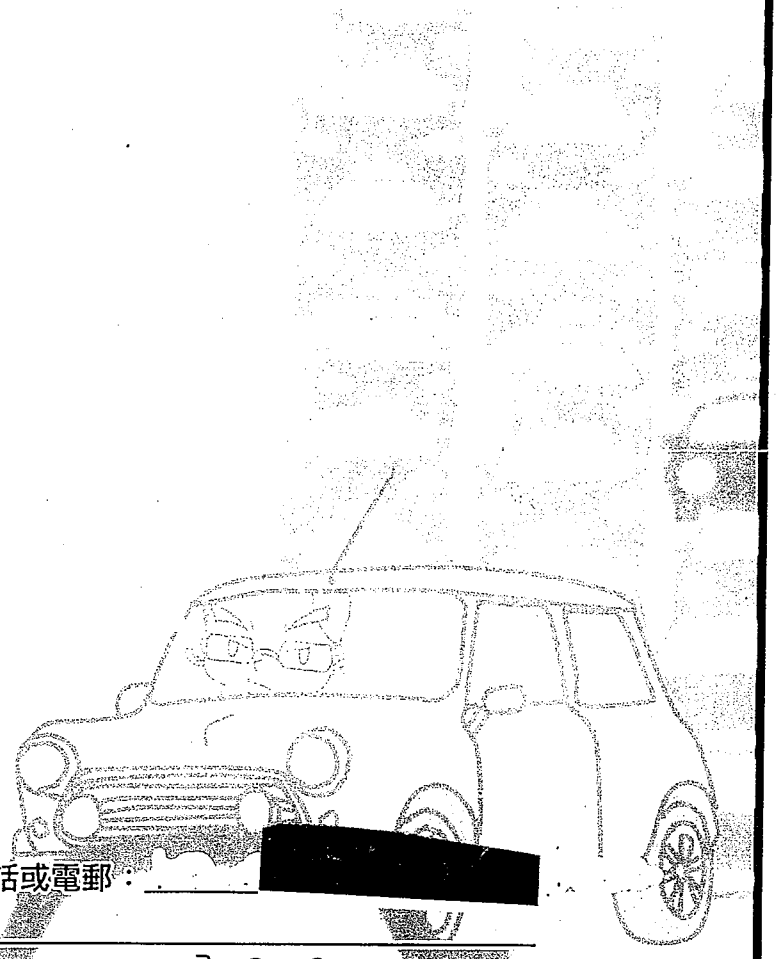
(c) 電郵（地址：tpbpd@pland.gov.hk）；或

(d) 在城規會網站遞交:
https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html

閣下亦可填寫以下選項，<u>本議員辦事處可代為反映意見</u>。

☐ 支持 / ☑ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：



ID [redacted]

姓名：Hui Sze Chung （選填）聯絡電話或電郵：[redacted]

地址：

簽署：Cordy Hui 日期：18-07-2019

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填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email : info@tsewaichun.org

[illegible]月20日將是城規會接收規劃意見期限，請於限期前將意見書透過下列方式，**向城規會提交建議**：

TPB/R/S/H7/20-602

(a) 地址：香港北角渣華道333號北角政府合署15樓)

(b) 傳真（號碼：2877 0245或2522 8426）；

(c) 電郵（地址：tpbpd@pland.gov.hk）；或

(d) 在城規會網站遞交:
https://www.info.gov.hk/tpb/tc/plan_making/draft_plan.html

閣下亦可填寫以下選項，本議員辦事處可代為反映意見。

☐ 支持 / ☑ 不支持 跑灣區關注組修訂規劃

☐ 對政府原修訂規劃意見：

[redacted]

姓名：Alice Yung Woon Cheung （選填）聯絡電話或電郵：[redacted]

地址：

簽署：Alice Yung 日期：18-7-2019

填寫意見後，可透過以下方式傳至本議員辦事處

Whatsapp: 9673 3777 Email：info@tsewaichun.org

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TPB/R/S/H7/20-603

Dr. Ferdinand Chu
[redacted]
9th Jul 2019
Tel : [redacted]



Town Panning Board Secretary
15th North Point Government Offices
333, Java Rd. North Point, Hong Kong.

Dear Sir/Madam,

I am a resident of Beverly Hill, [redacted]

I strongly oppose Town Planning Board's amendments to the approved Wong Nai Chung Outline Zoning Plan No S/H7/19 on two grounds :

1, Traffic – a large scale commercial development, district court and 600 parking spaces will aggravate the traffic in this area. Not only it will affect residents along the entire broadwood Rd. It will also impede access to Tung Wah East Hospital and St. Paul's Hospital. Since Leighton Rd. is a major route, in case of traffic pile up at the Leighton rd/Coroline Hill Rd. traffic lights, it will also block emergency ambulance access to Ruttonjee hospital. A side issue, cars are permanently illegally parked outside South China Athletic Club and St. Paul's Convent School in afternoons (including Saturday afternoons), within minimal police/traffic warden intervention, essentially reducing Caroline Hill Rd to single lane bidirectional traffic and Leighton Rd. to 2 lane traffic.

2, Recreational space –

The Government stadium is NOT open to public use. Victorian Park is occupied every weekend by foreign domestic workers and protests on both side of political camps. The race course is not open on racing days. Residents of Happy Valley and Causeway Bay area is desparately in need of a recreational park with open space available to resident's use 7 days a week.

In view of the above reasons, I strongly oppose any structural development in the above land other than park/open space.

Yours faithfully

就草圖作出申述
Representation Relating to Draft Plan **TPB/R/S/H7/20-604**

參考編號
Reference Number: 190714-125249-19198

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 14/07/2019 12:52:49

「申述人」全名
Full Name of "Representer": 先生 Mr. Paul Kam Kong Mak

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Traffic concern	反對 Oppose	The area between Po Leung Kuk and the new construction site is already congested.
Pollution	反對 Oppose	Causeway bay is already well known as the most polluted area in Hong Kong. I'm worried about more pollution may be produced from cars and retails, as well as trapped air from tall buildings.
Mini bus	反對 Oppose	It's very far from MTR station, hence not convenient for residents

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

- Lower the height limit of buildings: less traffic and less pollution
- look for another potential site near MTR station for mini bus handling
- build more parks, save the trees (especially the 3 main huge, meaningful trees in the site).

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-605

參考編號
Reference Number: 190714-122415-42095

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 14/07/2019 12:24:15

「申述人」全名
Full Name of "Representer": 女士 Ms. Genevieve Yang

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Plan No. S/H7/20	反對 Oppose	This area is already extremely congested. I believe the new plans will make traffic even worse as well as obstruct the landsc ape and sunshine causing pollution to be even higher than it already is.

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

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就草圖作出申述
Representation Relating to Draft Plan **TPB/R/S/H7/20-606**

參考編號
Reference Number: 190715-214622-46448

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 15/07/2019 21:46:22

「申述人」全名
Full Name of "Representer": 先生 Mr. Leung Wai On

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Item A – Rezoning of the northern and eastern part of the Caroline Hill Road (CHR) Site fronting Leighton Road from "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (SRC)") and "Government, Institution or Community" ("G/IC") to "Commercial (2)" ("C (2)") with revision to the maximum building height from 2 storeys and 3 storeys to 135mPD.	反對 Oppose	1. Loss of a sports and community area to commercial purposes • The area is dedicated for sports activities. When it was leased to C&W Ltd and Post Office for staff sports activities, the soccer field was also available to external parties/users on weekends and public holidays • Green trees around its periphery have been there over 60 years and are a Causeway Bay icon 2. Traffic congestion is a daily phenomenon in Leighton Rd, Caroline Hill Rd and Link Rd. The conversion to a commercial area will aggravate the traffic congestion 3. Lifting height restriction from 2-storeys to 135m will create • a shielding effect along the narrow section (2+1 lan

		es) of these roads; • Harmful fumes and sooty smokes will be trapped by heavy road vehicle traffic; and • Block fresh air and sunli ght to the area
Item B – Rezoning of the southern part of the CHR S ite from "G/IC" to "G/IC (2)" with revision to the m aximum building height from 3 storeys to 135mPD.	反對 Oppose	1 Traffic congestion is a d aily phenomenon along Le ighton Road, Caroline Hill Rd and Link Rd 2 The conversion of this 3-storey area (with scanty ve hicle use) to a 135m one w ill bring along heavy vehic le traffic and aggravate the traffic congestion in these roads. 3 The lifting of height restr iction to 135m will create • A shielding effect along t his narrow (2+ 1 lanes) sec tion of Leighton Rd, and C aroline Hill Rd. • Harmful fumes and sooty smokes engendered by hea vy vehicle traffic will be tr apped along these roads, a nd • Block fresh air and sunli ght to the area.

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

TPB/R/S/H7/20-607

城市規劃委員秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

Dear Sir,

18 July 2019

Re: Objection to
黃泥涌分區計劃大綱核准圖
(OZP No. S/H7/19)

I would like to lodge my strong objection to the amendments to the approved Wong Nai Chung Outline Zoning Plan (OZP No. S/H7/19) proposed by the Town Planning Board in the meeting held on 24 May 2019. The proposed amendments include the development of a District Court House and large-scale commercial developments at the junction of Link Road/Caroline Hill Road and Leighton Road plus the addition of a large scale of over 600 parking spaces, over 100 of which will be open to the public. My objection grounds are as follows –

a) I am a resident in the Beverly Hill Estate ("rBH"), situated at the Broadwood Road, which is the only access road from the Estate to Causeway Bay. Also, the Broadwood Road is the only exit from the other neighboring estates and at Jardine's Lookout ("JL") down to Causeway Bay. Please note that there are around 700 flats in the Beverly Hill Estate, so you can estimate the total number of the flats along the Broadwood Road and at "JL" that are using the Broadwood Road are heavy and further anticipate that the proposed amendments (which increase the traffic burden of the Broadwood Road) will cause great traffic problem to the public.
b) Another reason is that we, the "rBH", have been experiencing traffic congestion along the Broadwood Road, in particular, during noon time on Fridays, Saturdays and public holidays. If after commissioning of the development project, the tremendous increase of the traffic will exacerbate the congestion and even obstruct emergency vehicles accessing or leaving the Beverly Hill Estate and "JL". This development project will not benefit the "rBH" but harm the safety of "rBH" as well as the public.
c) Consultation – the consultation on the development project has not thoroughly extended to the "rBH" and "JL". The consultation papers prepared by the Town Planning Board were rough and not professional, they just picked up the traffic statistics selected at 2 years ago on 2 days (9 March 2017 and 10 March 2017 respectively). Based on these outdated, rough and inadequate statistics, the Town Planning Board now decided and proposed the amendments. I reckon that the traffic statistics used in the redevelopment project are not acceptable and detrimentally affect the lives and safety of the "rBH" and residents at "JL".

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Town Planning Board

d) So, I consider that the Town Planning Board should seriously re-visit the amendments to the OZP No. S/H 7/19, conduct the consultation with the collection of updated traffic statistics for the preparation of the amendments to the approved OZP No. S/H7/19 again.

Thank You.

Yours sincerely,

Name: Arthur Leung
ID # [redacted]
Email [redacted]

就草圖作出申述
Representation Relating to Draft Plan **TPB/R/S/H7/20-608**

參考編號
Reference Number: 190724-141447-19322

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 14:14:47

「申述人」全名
Full Name of "Representer": 女士 Ms. NG KAI MAN CARMEN

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
1, 2	反對 Oppose	Caroline Hill Road has always been congested and the proposed commercial landuse would only worsen the situation. There are quite a number of schools and nurseries nearby, with worsen traffic, there may impose a threat to childrens safety.

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

better plan for minimizing traffic impact needed.
and meanwhile appreciate if any improvement can be made to existing traffic in happy valley.

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-609

參考編號
Reference Number: 190724-173355-10794

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:33:55

「申述人」全名
Full Name of "Representer": 女士 Ms. 楊

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
政府原加老連山用地方案	反對 Oppose	本辦事處收到灣仔市民楊小姐意見： 由於禮頓道來回方向路面， 以及樂活道經由連道的上落路面並沒有擴闊或增加行車線的可能性， 大量增加加路連山規劃用地的商業或政府樓宇而相繼產生的行車及路人流量，將對於高士威道轉入禮頓道, 禮頓道轉出邊寧頓街， 以及近紀利華木球會對出的禮頓道，以至附近的皇后大道東及連道，都會造成極大的擠塞。 由於本人在連道居住，所以對於附近交通都有留意。在平日下午4時許並未到真正放工的時段，或星期六下午1時左右， 本人曾經多次從金鐘經皇后大道東坐巴士到保良局附近下車， 都要花上大概45至50分鐘， 主因是由於時有大量私家車或的士，會經由禮頓道轉入時代廣場泊車或接客， 以致在附近需要埋站的巴士大排長龍，再加上其他車輛便塞上加塞。早上亦言，尤其在高士威道轉入禮頓道，常因聖保祿學校外的校巴及私家車上落，而引

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		致巴士及其他交通工具未能暢通地由高士威道轉入禮頓道。另外，大概在平日下午六點左右的時分，從樂活道經由連道再出禮頓道的車輛亦都會出現長龍， 原因是禮頓道去時代廣場及香港仔隧道方向只有一至兩條行車線， 令到交通難以疏導。 綜合以上情況，本人並不同意附近的道路是可以容納額外的車輛流量。莫講將要興建四棟高過100多米的大廈，運輸交匯處就算是在地底興建，進出時根本亦會對於路面有影響。 停車場的興建雖然有助舒緩附缺乏停車位的問題， 但當車輛排隊進出停車場時，亦很難避免有如時代廣場停車場外大排車龍的場面。 屆時"雙管齊下" ，即時代廣場及保良局對出的禮頓道的雙向的車龍，會產生極大的交通擠塞問題，難以負荷。

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

該事主有以下意見：

本人認為興建一棟有特別設計的低密度商業樓宇（例如設有室外或頂層空中花園），大概十數層高， 以及兩座同樣十數層高度的區域法院，加上撥出不少於3分1的土地用作戶外地方/公園/運動空間，而放棄運輸交匯處及停車場，才乎合周邊道路及居民需要，又能提升整體環境空間。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-610

參考編號
Reference Number: 190724-184926-09553

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 18:49:26

「申述人」全名
Full Name of "Representer": 先生 Mr. 陳敏灝

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 A項及B項	反對 Oppose	現時銅鑼灣一帶交通非常繁忙，平日下午4時以後、禮頓道一帶時常交通擠塞、加路連山道右轉連道亦經常因巴士、大型車輛、學習駕駛車輛阻塞，交通極為不暢順，不時輪候30分鐘仍未能轉入銅鑼灣；當加路連山道工程上馬，大量大型工程車停泊定必加劇已屆臨屆點的交通，我們居民根本無法出行。 另方面，落成後兩幢大型商廈及600個車位，本區根本無法容納，屆時居民必定群起聲討！

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

支持謝偉俊議員及跑灣區關注組建議！

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-611

參考編號
Reference Number: 190724-161339-87449

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 16:13:39

「申述人」全名
Full Name of "Representer": 先生 Mr. 蔡家輝

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20	反對 Oppose	現時跑馬地經連道轉禮頓道，繁忙時間不時塞爆，來回銅鑼灣跑馬地樂活道家居，動軱45分鐘。一旦新增更多商廈及６００車位，現時居民必定遭逢巨劫！交通出行時間，恐增加不少，特此反對修訂！

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

826

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-612

參考編號
Reference Number: 190724-173007-32619

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:30:07

「申述人」全名
Full Name of "Representer": 先生 Mr. Cho Clement

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
加老連山用地規劃	反對 Oppose	There will be traffic explosion on the vanity, as the existing road networks are oven half a century 50 years.

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

支持跑灣區關注組修訂規劃

827

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-613

參考編號
Reference Number: 190724-172126-85577

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:21:26

「申述人」全名
Full Name of "Representer": 先生 Mr. 岑亨緯

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
對政府加老連山用地規劃	反對 Oppose	法院興建在住宅（力生軒、加路連山花園）對面，嚴重影響交通及陽光

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

支持「跑灣區關注組修訂規劃」

828

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-614

參考編號
Reference Number: 190724-172410-84889

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:24:10

「申述人」全名
Full Name of "Representer": 先生 Mr. Chow King Chee

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
政府原加老連山道用地規劃	反對 Oppose	有市民反映: 政府只要派員在每天中午十二時至二時和六時至七時觀察，便可清楚樂活道、大坑道直至禮頓道有多塞。我們已不下數次要步行上、下山！！

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

829

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-615

參考編號
Reference Number: 190724-222502-82829

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:25:02

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Man Ping

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	Not compatible with the neighbourhood

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

- Lack of survey data on pedestrian routings eg. to/from nearby MTR entrances.
- 沒有行人人流分析數據，例如往返港鐵站的人流。
- Lack of traffic queue analysis of Leighton Road and Broadwood Road.
- 沒有禮頓道及樂活道的車龍分析。
- Redevelopment Works of the site shall paralyze traffic of Causeway Bay.
- 重建工程將癱瘓銅鑼灣的交通。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-616

參考編號
Reference Number: 190724-230305-85629

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:03:05

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Ho Chak

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	Traffic will be paralyzed.

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan **TPB/R/S/H7/20-617**

參考編號
Reference Number: 190724-171844-34822

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:18:44

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Ho Ching

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20	反對 Oppose	The proposed planning shall paralyze traffic in the district and destroy the quiet neighbourhood.

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。 - Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop off/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to Leighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。
- Expand vehicle lanes on Caroline Hill Road and Cotton Path.
- 增加加路連山道及棉花徑的行車線。
- Build decent size roundabout at the junction of Link Road, Caroline Hill Road and Leighton Road to expedite traffic outflow from Broadwood Road.
- 在連道，加路連山道及禮頓行交界增設標準回旋處，以舒緩樂活道落山的車龍。
- Provide underground pedestrian walkway to connect MTR stations.
- 提供地下行人隧道將擬議發展連接港鐵站。
- Provide sports ground to compensate partial loss of Victoria Park and Moreton Terrace.
- 提供運動場地以彌補銅鑼灣維多利亞公園和摩頓臺損失的運動場地面積。
- Provide Community Facilities to serve residents of Happy Valley and Causeway Bay.
- 提供社區設施，直接為跑馬地及銅鑼灣居民服務。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-618

參考編號
Reference Number: 190724-231410-98484

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:14:10

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Kwok Yiu Duncan

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	will paralyze the traffic of the district

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to L eighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-619

參考編號
Reference Number: 190724-231658-96665

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:16:58

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Kwok Hei Lyndon

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	Not suitable to move district court to Causeway Way which is already busy enough.

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop off/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to Leighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-620

參考編號
Reference Number: 190724-231124-29686

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 23:11:24

「申述人」全名
Full Name of "Representer": 先生 Mr. Hung Kwok Kit Gordon

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	the development is too congested

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to L eighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-621

參考編號
Reference Number: 190724-223832-61943

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:38:32

「申述人」全名
Full Name of "Representer": 女士 Ms. Hung Yuen Yu

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	bad for the neighbhourhood

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。
- Increase entry/exit points of the proposed development from two to three for direct access to L eighton Road eastbound, Link Road and Cotton Path.
- 將擬議發展的入口/出口點由兩個增至三個，以直達禮頓道東行，連道及棉花徑。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-622

參考編號
Reference Number: 190724-224332-23738

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:43:32

「申述人」全名
Full Name of "Representer": 先生 Mr. Kwok Chiu

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	bad for the district

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-623

參考編號
Reference Number: 190724-225914-00760

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:59:14

「申述人」全名
Full Name of "Representer": 先生 Mr. Kwok Tsun

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	The proposed planning will destroy the n eighbourhood

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan **TPB/R/S/H7/20-624**

參考編號
Reference Number: 190724-204825-15969

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 20:48:25

「申述人」全名
Full Name of "Representer": 先生 Mr. Lo Kai Yuen Harrison

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Item A	反對 Oppose	反對增設零售和辦公室設施，因為這會帶來大量人流和車流，使加路連山道，禮頓道一帶的交通不勝負苛。即使署方提出擴闊道路，但是此舉只是杯水車薪，只能剛好滿足新增的交通需求，即是交通擠塞問題依舊，以大埔公路沙田段為例，即使經歷多次的道路改善工程，但是交通擠塞仍然依舊，因為該路段的車流量不段增加。再者，署方所提供的交通數據統計方法未能反映實際情況，因為加路連山道，禮頓道，連道一帶的道路最多車的時間是星期一至五中午,放學時段和星期六下午，但是署方只是在星期一至五兩繁進行調查

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

1.興建公共交通交匯處，容納2-3條巴士線，因為現時銅鑼灣的巴士坑位只是剛好夠用，加上隨著新界西發展，加上新界西（如屯門）一直以來均要求署方開設往返銅鑼灣的巴士服務。再者，現時金紫荊廣場一帶的旅遊巴泊位不足，銅鑼灣有新增車坑可讓現時以灣仔北為總站的路線延長至銅鑼灣（如930,961)
2.要求這塊地新增旅遊巴泊位+卸貨區+15分鐘免費停車區，因為現時銅鑼灣一帶的短期停車位不足，加上禮頓道一帶的大廈不設卸貨區和上落客區，以致車輛在路邊停泊，阻

塞交通
3.為配合本人建議新增旅遊巴和校巴泊位，要求聖保祿學校校巴泊入在加路連山道用地中的旅遊巴泊位等學童，並採用即上即落即走模式在校門前上落客
4.有關小巴搬站問題，本人認為不一定要小巴30,21m,14m搬進該站，建議把其他接駁鐵路功能低的路線停該站，如28,36x
5.因應本人建議在這塊地新增15分鐘免費停車區，本人要求軒尼詩道東行電業城門外星期一至六1000-2000禁停車,伊榮街近富豪酒店和禮頓道東行雲翠大廈每日0700-2100禁停車，因為現時軒尼詩道東行電業城門外有大量巴士線埋站，而停泊在這裏的車輛阻礙巴士埋站以致巴士需在二線埋站，引致交通擠塞問題出現。伊榮街和雲翠大廈方面，停在該處的車輛使該處的行車面積收窄，以致塞車問題出現。
6.大幅降低商業發展規模，刪除零售樓面和辦公室，減少對交通的影響。

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-625

參考編號
Reference Number: 190724-221645-49423

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:16:45

「申述人」全名
Full Name of "Representer": 女士 Ms. Tai Fai Kee

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20	反對 Oppose	Do not match with the neighbourhood

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop of f/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

就草圖作出申述
Representation Relating to Draft Plan **TPB/R/S/H7/20-626**

參考編號
Reference Number: 190724-201341-09973

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 20:13:41

「申述人」全名
Full Name of "Representer": 先生 Mr. Ting Lup Wong

「獲授權代理人」全名
Full Name of "Authorized Agent" :

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
Plan No. S/H7/20	反對 Oppose	The data and information collected by th e Government Departments to support th e proposed plan have been collected and collated on a selective and biased basis w ith a view to ensuring its approval by the Town Planning Board with little or no ob jection from the misled public. Conseque ntly, this is an ill conceived and drafted p lan which does not take into account the real and actual needs of the immediate ar ea involved as well as its surrounding are as. The proposed development plan will not only severely adversely impact on th e surrounding area's (as far as Jardine's L ookout, North Point, Wanchai, and Happ y Valley) vehicular and pedestrian transp ort, commercial, residents livelihood, but is totally against the cardinal principal of town planning of optimum and proper us e of previous public land in HK for the b enefits of most of the HK public - the ulti mate owners of the land. The plan as it is proposed now will only benefit the HK o ligarchic property development magnates who have already controlled almost most of Hk's land and social and economic de velopment. It is high time that HKSARG

		plans for the HK people, rather than for t he furtherance of the interests of the HK oligarchic property development magnat es. Further supplements will be supplied as and when necessary.

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

The site should be fully 100% devoted for use by and benefits for the maximum number of HK citizens through designating it as a 'Government, Institution and Community ("GIC"') with badly needed facilities in the area such as clinics, kindergartens, nurseries, elderly centres, public open spaces, pedestrian passage and vehicular access, e.g. walkways, footbridges and rights of way o nly. The area should mostly be developed into an open space covered with greenery including th e preserving of the centuries old Bayan and other rare and precious species of threes that have li ved and grown in the site for hundred of years.

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-627

參考編號
Reference Number: 190724-172709-14480

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 17:27:09

「申述人」全名
Full Name of "Representer": 先生 Mr. Yu Tak Wai

「獲授權代理人」全名
Full Name of "Authorized Agent" : 謝偉俊

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
政府原對加老連山道用地劃意	反對 Oppose	只會令到交通非常擁擠。

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

據了解，該業主非常支持「跑灣區關注組修訂規劃」修正方案。

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就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-628

參考編號
Reference Number: 190724-224826-04995

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:48:26

「申述人」全名
Full Name of "Representer": 先生 Mr. Wong Tai Sang

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	Undesirable design and disposition of buildings

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

- Decrease overall plot ratio by 30% minimum to reduce traffic impact.
- 將總體地積比率下調最少30%以減少對交通的影響。
- Propose one commercial building instead of two to free up open space for public.
- 建議只建一棟商業大廈而不是兩棟, 以釋放地上空間予公眾。
- Minimize occupancy of ground space by relocating transport facilities to underground: drop off/pick up point, loading/ unloading zone, public transport interchange.
- 遷移部份交通設施去地底以減少佔用地面空間，例如上落客區，上落貨區，公眾運輸交滙處等。

tpbpd

TPB/R/S/H7/20-629

寄件者: [redacted]
寄件日期: 14日06月2019年星期五 18:35
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19 反對陳述

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 陳蔓蕾 ， 持香港居民身分證[redacted]現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

一、在銅鑼灣已有多幢新的商業大廈即將落成，而現有的商業大廈，例如利苑最新的期數，均未顯示飽和跡象。因此本人並不覺得銅鑼灣急需商業用地。其實港九新界各地均有規劃商業用地，為何所有的商業需要都要放在銅鑼灣區？

二、而反對的主要原因是禮頓道交通擠塞，居民以長期飽受塞車困擾，如果把加路連山道用地規劃成商業用地、商場及公眾停車場，所帶來之交通負荷將百上加斤。禮頓道只是一條狹窄的道路，最初的設計並未計及繁重的交通。城規會的提議在加路連山道口設立一個迴旋處，這設計並不會舒緩交通擠塞。

迴旋處一向的作用只是提供較彈性的使用道路方法，並不能解決車輛擠塞的問題。迴旋處在香港各地均有使用，但對於交通擠塞的改善其實作用不大。例如，青衣北橋連接荃灣部份最初也是一個迴旋處，結果長年塞車。最後，是需要把每一個目標地點有一條公路直往該處，即有一條路直通往屯門、荃灣、葵涌及九龍，才能疏導該區的交通問題。

另外一個例子便是九龍塘，該處到處有迴旋處，的確能提供一個彈性的路面使用途徑。但是，每當上下課的時間，九龍塘學校區不是水洩不通嗎？

試問一個狹窄的加路連山道路口，如何可以做到青衣北橋般有數條幹線往各地？加上加路連山道道路狹窄，所能設置的迴旋處亦遠低於標準迴旋處應有的路面闊度及容許長車轉彎的長度。而且的流量亦遠比九龍塘的內街為高。（我們這區也有大量學校和大型屋苑混集，並不是九龍塘般有大量低密度住宅）

議員曾經提及過，如果有長車，其實根本不能通過這狹窄而彎的迴旋處。迴旋處的另外一個弊病是如交通意外便會癱瘓整迴旋處及其有關的道路。

因此，政府須在交通擠塞方面提出更有效的道路設計，在此之前絕不能輕率批出商業用地。

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三、在商業用地的設計中，提及有四線車路把加路連山道到東及加路連山道西連接起，聲稱借此便能解決交通擠塞的問題。本人有以下回應：由於所有車輛最後都是回歸到主要道路，即禮頓道，無論加路連山道東西之間道路如何寬闊，也不能解決車輛最後進入禮頓道之問題。

四、據稱政府所謂評估實際交通流量的情況，原來只有一天的數據。究竟是那一天的數據？要知道一年365日，如果在暑假、長假期前後、學校假期跟正常日子有很大分別；如果天氣晴朗、和落雨日子亦有天淵之別。而且，數據收集時間是大家上班上學的繁忙時間嗎？如果不是量度繁忙時間交通流量，怎能夠知悉真正情況？試問單憑一天的數據又如何有足夠資料評估禮頓道的車輛流量呢？難道要居民每天都遲1小時上班遲1小時回家嗎？其實每天上班時間，整條連道已完全排滿車輛，倒塞上樂活道，甚至倒塞回各屋苑的私家路中，已至連停車場閘口也未能出到。在塞車的日子，由家中停車場出發，經過樂活道、連道、到達禮頓道需時15分鐘甚至更長。

五、請問政府曾計算交通流量時，有沒有預計緊急情況？例如消防車如何在擠滿汽車道路上通過？東華東院是一間小醫院，但是如有病人情況轉差，急需轉往較大的醫院，單憑這條狹小的道路如何令救護車順利穿過？政府有沒有考慮病人的健康問題？

六、再者、我們居住於銅鑼灣灣仔一帶，絕大部份社區用地均已是商業用地，社區設施貧乏，對我們居民有欠公道。建議商業用地地積比率應降低，增加更多社區區設施在內，取消公眾停車場或改為月租停車場。

懇請政府各部門考慮當區居民的利益，先想出解決方案，和社區討論並達成共識，重新規劃該幅土地。

敬啟者

此致

城規會主席

Sent from my iPhone

tpbpd

TPB/R/S/H7/20-630

寄件者: [redacted]
寄件日期: 16日06月2019年星期日 19:06
收件者: tpbpd@pland.gov.hk
主旨: 黃泥涌分區計劃大綱核准圖編號 S/H7/19

黃泥涌分區計劃大綱核准圖編號 S/H7/19

敬啟者：

本人. 陳國瑛， 持香港居民身分證[redacted]現強烈反對加路連山道用地改劃作商業發展用途及區域法院綜合大樓計劃作出反對，理由如下：

一、在銅鑼灣已有多幢新的商業大廈即將落成，而現有的商業大廈，例如利苑最新的期數，均未顯示飽和跡象。因此本人並不覺得銅鑼灣急需商業用地。其實港九新界各地均有規劃商業用地，為何所有的商業需要都要放在銅鑼灣區？

二、而反對的主要原因是禮頓道交通擠塞，居民以長期飽受塞車困擾，如果把加路連山道用地規劃成商業用地、商場及公眾停車場，所帶來之交通負荷將百上加斤。禮頓道只是一條狹窄的道路，最初的設計並未計及繁重的交通。城規會的提議在加路連山道口設立一個迴旋處，這設計並不會舒緩交通擠塞。

迴旋處一向的作用只是提供較彈性的使用道路方法，並不能解決車輛擠塞的問題。迴旋處在香港各地均有使用，但對於交通擠塞的改善其實作用不大。例如，青衣北橋連接荃灣部份最初也是一個迴旋處，結果長年塞車。最後，是需要把每一個目標地點有一條公路直往該處，即有一條路直通往屯門、荃灣、葵涌及九龍，才能疏導該區的交通問題。

另外一個例子便是九龍塘，該處到處有迴旋處，的確能提供一個彈性的路面使用途徑。但是，每當上下課的時間，九龍塘學校區不是水洩不通嗎？

試問一個狹窄的加路連山道路口，如何可以做到青衣北橋般有數條幹線往各地？加上加路連山道道路狹窄，所能設置的迴旋處亦遠低於標準迴旋處應有的路面闊度及容許長車轉彎的長度。而且的流量亦遠比九龍塘的內街為高。（我們這區也有大量學校和大型屋苑混集，並不是九龍塘般有大量低密度住宅）

議員曾經提及過，如果有長車，其實根本不能通過這狹窄而彎的迴旋處。迴旋處的另外一個弊病是如交通意外便會癱瘓整迴旋處及其有關的道路。

因此，政府須在交通擠塞方面提出更有效的道路設計，在此之前絕不能輕率批出商業用地。

三、在商業用地的設計中，提及有四線車路把加路連山道到東及加路連山道西連接起，聲稱借此便能解決交通擠塞的問題。本人有以下回應：由於所有車輛最後都是回歸到主要道路，即禮頓道，無論加路連山道東西之間道路如何寬闊，也不能解決車輛最後進入禮頓道之問題。

四、據稱政府所謂評估實際交通流量的情況，原來只有一天的數據。究竟是那一天的數據？要知道一年 365 日，如果在暑假、長假期前後、學校假期跟正常日子有很大分別；如果天氣晴朗、和落雨日子亦有天淵之別而且，數據收集時間是大家上班上學的繁忙時間嗎？如果不是量度繁忙時間交通流量，怎能夠知悉真正情況試問單憑一天的數據又如何有足夠資料評估禮頓道的車輛流量呢？難道要居民每天都遲 1 小時上班遲 1 小時回家嗎？其實每天上班時間，整條連道已完全排滿車輛，倒塞上樂活道，甚至倒塞回各屋苑的私家路中，已至連停車場閘口也未能出到。在塞車的日子，由家中停車場出發，經過樂活道、連道、到達禮頓道需時 15 分鐘甚至更長。

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五. 請問政府曾計算交通流量時，有沒有預計緊急情況？例如消防車如何在擠滿汽車道路上通過？東華東院是一間小醫院，但是如有病人情況轉差，急需轉往較大的醫院，單憑這條狹小的道路如何令救護車順利穿過政府有沒有考慮病人的健康問題？

六、再者、我們居住於銅鑼灣灣仔一帶，絕大部份社區用地均已是商業用地，社區設施貧乏，對我們居民有欠公道。建議商業用地地積比率應降低，增加更多社區區設施在內，取消公眾停車場或改為月租停車場。

懇請政府各部門考慮當區居民的利益，先想出解決方案，和社區討論並達成共識，重新規劃該幅土地。

敬啟者

此致

城規會主席

Sent from my iPhone

就草圖作出申述
Representation Relating to Draft Plan

TPB/R/S/H7/20-631

參考編號
Reference Number: 190724-222842-71429

提交限期
Deadline for submission: 24/07/2019

提交日期及時間
Date and time of submission: 24/07/2019 22:28:42

「申述人」全名
Full Name of "Representer": 女士 Ms. Wong Ying Esther

「獲授權代理人」全名
Full Name of "Authorized Agent" : Hung Ho Ching

與申述相關的草圖
Draft plan to which the representation relates: S/H7/20

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

有關事項 **Subject Matters**	性質 **Nature**	理由 **Reason**
S/H7/20 Item A & Item B	反對 Oppose	paralyze the traffic in the district

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

- Lack of survey data on pedestrian routings eg. to/from nearby MTR entrances.
- 沒有行人人流分析數據，例如往返港鐵站的人流。
- Lack of traffic queue analysis of Leighton Road and Broadwood Road.
- 沒有禮頓道及樂活道的車龍分析。
- Redevelopment Works of the site shall paralyze traffic of Causeway Bay.
- 重建工程將癱瘓銅鑼灣的交通。

tpbpd

寄件者: [redacted] TPB/R/S/H7/20-632
寄件日期: 29日08月2019年星期四 18:05
收件者: tpbpd@pland.gov.hk
主旨: RE: 關於加路連山規劃方案意見

謝卓恩女士,
上次本人在電郵中提及提交的申述/意見所相關的規劃申請個案/草圖編號是 S/H7/20

本人姓名 : 楊家敏 Yeung Ka Man
HKID: [redacted]

謝謝

Sent from Yahoo Mail on Android

On Thu, 29 Aug 2019 at 18:00, tpbpd <tpbpd@pland.gov.hk> wrote:

先生/女士:

城市規劃委員會(城規會)收到你 2019 年 7 月 15 日的電郵。

由於電郵中沒有提及提交的申述/意見所相關的規劃申請個案/草圖編號，因此請你於 2019 年 8 月 30 或之前補充上述資料，以便城規會作出跟進。

此外，任何提交的申述、對申述的意見及進一步申述應符合城規會規劃指引編號 29B 的規定，特別是申述人、提意見人及進一步申述人如沒有根據規劃指引的規定提供全名及香港身份證／護照號碼的首四個字母數字字符，則有關申述、對申述的意見及進一步申述會視為不曾作出。

如有任何疑問，請致電 2231 4323 與本人聯絡。

城市規劃委員會秘書處

(謝卓恩女士)

From: [redacted]
Sent: Monday, July 15, 2019 10:35 PM

To: tpbpd@pland.gov.hk
Subject: 關於加路連山規劃方案意見

致城規會有關人士，

本人想反映有關加路連山規劃的意見。

由於禮頓道來回方向路面， 以及樂活道經由連道的上落路面並沒有擴闊或增加行車線的可能性，大量增加加路連山規劃用地的商業或政府樓宇而相繼產生的行車及路人流量，將對於高士威道轉入禮頓道, 禮頓道轉出邊寧頓街， 以及近紀利華木球會對出的禮頓道，以至附近的皇后大道東及連道都會造成極大的擠塞。

由於本人在連道居住，所以對於附近交通都有留意。在平日下午 4 時許並未到真正放工的時段，或星期六下午 1 時左右， 本人曾經多次從金鐘經皇后大道東坐巴士到保良局附近下車， 都要花上大概 45 至 50 分鐘， 主因是由於時有大量私家車或的士，會經由禮頓道轉入時代廣場泊車或接客， 以致在附近需要埋站的巴士大排長龍，再加上其他車輛便塞上加塞。早上亦言，尤其在高士威道轉入禮頓道，常因聖保祿學校外的校巴及私家車上落，而引致巴士及其他交通工具未能暢通地由高士威道轉入禮頓道。 另外，大概在平日下午六點左右的時分，從樂活道經由連道再出禮頓道的車輛亦都會出現長龍， 原因是禮頓道去時代廣場及香港仔隧道方向只有一至兩條行車線， 令到交通難以疏導。

綜合以上情況，本人並不同意附近的道路是可以容納額外的車輛流量。莫講將要興建四棟高過 100 多米的大廈， 運輸交匯處就算是在地底興建，進出時根本亦會對於路面有影響。 停車場的興建雖然有助舒緩附缺乏停車位的問題， 但當車輛排隊進出停車場時，亦很難避免有如時代廣場停車場外大排車龍的場面。 屆時"雙管齊下" ，即時代廣場及保良局對出的禮頓道的雙向的車龍，會產生極大的交通擠塞問題，難以負荷。

本人認為興建一棟有特別設計的低密度商業樓宇（例如設有室外或頂層空中花園），大概十數層高， 以及兩座同樣十數層高度的區域法院，加上撥出不少於 3 分 1 的土地用作戶外地方/公園/運動空間，而放棄運輸交匯處及停車場，才乎合周邊道路及居民需要，又能提升整體環境空間。

如有需要，可於本人聯絡。

電話號碼：[redacted]

地址：[redacted]

楊家敏小姐上

TPB/R/S/H7/20-633

23 July 2019
Fan Lai
[redacted]

The Secretary,
Town Planning Board,
15 Floor,
North Point Government Offices,
333 Java Road,
North Point.

Dear Sirs,

Representation on the Amendments to the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/19

There needs to be a good pedestrian crossing above or below Leighton Road from the site to Causeway Bay (and the MTR Station) otherwise there will be a lot of pedestrian crossing issues.

The site should not just be another normal Hong Kong Street block, which is what the plan looks like now. There needs to be innovative design to provide an environmentally, socially and economically sustainable development on the site. It is such a large, unique and important site on Hong Kong Island and it needs to be redeveloped in a way that adds to the community.

The public open space should be designed so that it is as large as possible and can be used by the public.

Yours Sincerely,

Fan Lai

22 JUL 2019
Town Planning Board

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Form No. S6 表格第 S6 號

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

RECEIVED
23 JUL 2019
Town Planning Board

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

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

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

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

Full Name 姓名 / 名稱 (Mr. /Ms./Company/Organisation* 先生/女士/公司/機構*)

Lai Yun Fan

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

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

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organisation* 先生/女士/公司/機構*)

(Note: for submission by person, full name shown on Hong Kong Identity Card/Passport must be provided)
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

3. Details of the Representation 申述詳情

Draft plan to which the representation relates (please specify the name and number of the draft plan) 與申述相關的草圖 (請註明草圖名稱及編號)	Wong Nai Chung OZP No. S/H7/19

* Delete as appropriate 請刪去不適用者
Please fill in "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

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

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

Subject matters 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由
	☐ support 支持 ☐ oppose 反對	Please see proposed amendments below.
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

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

There needs to be a good pedestrian crossing above or below Leighton Road from the site to Causeway Bay (and the MTR Station) otherwise there will be a lot of pedestrian crossing issues.

The site should not just be another normal Hong Kong Street block, which is what the plan looks like now. There needs to be innovative design to provide an environmentally, socially and economically sustainable development on the site. It is such a large, unique and important site on Hong Kong Island and it needs to be redeveloped in a way that adds to the community.

The public open space should be designed so that it is as large as possible and can be used by the public.

If supporting documents (e.g. colour and/or large size plans, planning studies and technical assessments) is included in the representations, 90 copies (or 40 hard copies and 50 soft copies) of such information shall be provided.
若申述附有支持其論點的補充資料(例如彩色及／或大尺寸的圖則、規劃研究及技術評估)，則須提供 90 份複本(或 40 份印文本和 50 份電子複本)。

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

Please fill "NA" for not applicable item 請在不適用的項目填寫「 不適用 」

☑ at the appropriate box 請在適當的方格內加上 ☑ 號

tpbpd

TPB/R/S/H7/20-634

寄件者: [redacted]
寄件日期: 24日07月2019年星期三 14:57
收件者: tpbpd@pland.gov.hk
主旨: Suggestions on TRB Draft Plan for Wong Nai Chung District (S/H7/20)

Hi,

As a Happy Valley resident, I am writing to offer my suggestions on the TRB Draft Plan for Wong Nai Chung District (S/H7/20) posted on https://www.info.gov.hk/tpb/en/plan_making/draft_plan.html.

Since Causeway Bay is already highly developed and crowded, I hope the final plan will:
-Provide as much green/outdoor recreational space to the public as possible
-Preserve as many old and valuable trees as possible, especially the very big trees lining Leighton Road
-Include public service facilities, such as a public sports ground
-Design the traffic flow to minimize the traffic congestion on Leighton Road, Caroline Hill Road and Link Road

Thanks so much for your consideration.

Sincerely,
CHAN Ka Kong Edward
HKID: [redacted]