



圖例
NOTATION

ZONES

COMMERCIAL

C

商業

COMPREHENSIVE DEVELOPMENT AREA

CDA

綜合發展區

RESIDENTIAL (GROUP A)

R(A)

住宅 (甲類)

RESIDENTIAL (GROUP B)

R(B)

住宅 (乙類)

RESIDENTIAL (GROUP E)

R(E)

住宅 (戊類)

VILLAGE TYPE DEVELOPMENT

V

鄉村式發展

GOVERNMENT, INSTITUTION OR COMMUNITY

G/IC

政府、機構或社區

OPEN SPACE

O

休憩用地

OTHER SPECIFIED USES

OU

其他指定用途

GREEN BELT

GB

綠化地帶

COASTAL PROTECTION AREA

CPA

海岸保護區

COMMUNICATIONS

RAILWAY AND STATION

RAILWAY STATION

鐵路及車站

RAILWAY AND STATION (UNDERGROUND)

RAILWAY STATION

鐵路及車站 (地下)

RAILWAY AND STATION (ELEVATED)

RAILWAY STATION

鐵路及車站 (高架)

MAJOR ROAD AND JUNCTION

MAJOR ROAD AND JUNCTION

主要道路及路口

ELEVATED ROAD

ELEVATED ROAD

高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME

BOUNDARY OF PLANNING SCHEME

規劃範圍界線

BUILDING HEIGHT CONTROL ZONE BOUNDARY

BUILDING HEIGHT CONTROL ZONE BOUNDARY

建築物高度管制區界線

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

最高建築物高度 (在主水平基準上若干米)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

最高建築物高度 (樓層數目)

PETROL FILLING STATION

P F S

加油站

AREA DESIGNATED FOR WATERFRONT PROMENADE

AREA DESIGNATED FOR WATERFRONT PROMENADE

指定為「海濱長廊」的地區

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS			
USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	百分比 %	
COMMERCIAL	4.03	1.53	商業
COMPREHENSIVE DEVELOPMENT AREA	13.93	5.28	綜合發展區
RESIDENTIAL (GROUP A)	82.39	31.21	住宅 (甲類)
RESIDENTIAL (GROUP B)	1.90	0.72	住宅 (乙類)
RESIDENTIAL (GROUP E)	5.79	2.19	住宅 (戊類)
VILLAGE TYPE DEVELOPMENT	7.75	2.94	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	19.18	7.27	政府、機構或社區
OPEN SPACE	18.64	7.06	休憩用地
OTHER SPECIFIED USES	5.37	2.03	其他指定用途
GREEN BELT	57.95	21.95	綠化地帶
COASTAL PROTECTION AREA	0.07	0.03	海岸保護區
RIVER CHANNEL	1.06	0.40	河道
MAJOR ROAD ETC.	45.89	17.39	主要道路等
TOTAL PLANNING SCHEME AREA	283.95	100.00	規劃範圍總面積

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

核准圖編號 S/K15/25 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/25

按照城市規劃條例第5條展示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A 1 項
AMENDMENT ITEM A1

修訂項目 A 2 項
AMENDMENT ITEM A2

修訂項目 A 3 項
AMENDMENT ITEM A3

修訂項目 A 4 項
AMENDMENT ITEM A4

修訂項目 A 5 項
AMENDMENT ITEM A5

修訂項目 A 6 項
AMENDMENT ITEM A6

修訂項目 B 1 項
AMENDMENT ITEM B1

修訂項目 B 2 項
AMENDMENT ITEM B2

(參看附表)
(SEE ATTACHED SCHEDULE)

2021年12月3日 按照城市規劃條例第5條展示的
核准圖編號 S/K15/25 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/25 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
3 DECEMBER 2021

Mr C K YIP 葉子季
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

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

SCALE 1:5000 比例尺
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/K15/26

**SCHEDULE OF AMENDMENTS TO THE
APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/25
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A1 – Rezoning of two sites abutting Cha Kwo Ling Road from “Undetermined” (“U”) and “Green Belt” (“GB”) and areas shown as ‘Road’ to “Residential (Group A)8” (“R(A)8”) with stipulation of building height restrictions.
- Item A2 – Rezoning of a site to the north of the proposed “R(A)8” zone and another site abutting Cha Kwo Ling Road from “U” and “GB” to “Government, Institution or Community” (“G/IC”).
- Item A3 – Rezoning of a site abutting Cha Kwo Ling Road from “U” to “G/IC(1)”.
- Item A4 – Rezoning of parcels of land to the east, west and northwest of the proposed “R(A)8” zone from “U”, “G/IC”, “Open Space” (“O”) and “GB” to areas shown as ‘Road’.
- Item A5 – Rezoning of two sites at the junction of Cha Kwo Ling Road and Wai Yip Street from “O” to “Other Specified Uses” annotated “Amenity Area” (“OU(A)”).
- Item A6 – Rezoning of parcels of land to the east of the proposed “R(A)8” zone from “U” and “O” to “GB”.
- Item B1 – Rezoning of parcels of land within the ex-Cha Kwo Ling Kaolin Mine Site (ex-CKLKMS) from “Residential (Group B)2” (“R(B)2”), “R(B)3”, “R(B)4” and “O” to “R(A)9” with stipulation of building height restrictions.
- Item B2 – Rezoning of a parcel of land within the ex-CKLKMS from “GB” to “G/IC” with stipulation of building height restriction.

II. Amendments to the Notes of the Plan

- (a) Deletion of the clause for the “U” zone from the Covering Notes.’
- (b) Revision to the Remarks for “Comprehensive Development Area” (“CDA”) zone to incorporate requirements regarding public vehicle park for the “CDA” zone at Yau Tong Bay.

- (c) Revision to the Remarks for “R(A)” zone to incorporate development restrictions and requirements for the new “R(A)8” and “R(A)9” sub-zones.
- (d) Revision to the “R(A)” zone to revise ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)6” only)’ to ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)6”, “R(A)8 and “R(A)9” only)’ under Column 1, and to correspondingly replace ‘Public Vehicle Park (excluding container vehicle) (except on land designated “R(A)6”)’ under Column 2 by ‘Public Vehicle Park (excluding container vehicle) (not elsewhere specified)’.
- (e) Revision to “R(B)” zone to delete the “R(B)3” and “R(B)4” sub-zones.
- (f) Revision to the Remarks for “Residential (Group E)” (“R(E)”) zone to incorporate new development restriction for addition, alteration and/or modification of existing building for non-domestic use.
- (g) Revision to the “G/IC” zone to incorporate ‘Flat (Government Staff Quarters only) (on land designated “G/IC(1)” only)’ under Column 1, and to correspondingly replace ‘Flat’ under Column 2 by ‘Flat (not elsewhere specified)’.
- (h) Incorporation of a new set of Notes for the “OU(A)” zone.
- (i) Deletion of ‘Market’ from Column 1 of “Commercial” zone and from Column 2 of the “CDA”, “R(B)”, Schedule I of “R(E)” and “Village Type Development” zones.
- (j) Revision to the “R(A)” and “G/IC” zones to revise ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2.

Town Planning Board

3 December 2021

**List of Representers in respect of
Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/26**

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R1	Hong Kong Housing Society (香港房屋協會)
R2	Fu Yee Ming
R3	Hung Ting Wai
R4	Wong Man Kwan
R5	Hui Yuen Mei
R6	Lau Wing Cheuk
R7	Laguna City Phase 1, 2 & 4 Estate Owners' Committee (麗港城(第 1、2 及 4 期) 業主委員會)
R8	Laguna City Phase 3 Estate Owners' Committee (麗港城(第 3 期) 業主委員會)
R9	Kwok Chi Chiu
R10	Ng Yiu Kuen
R11	Yiu Yun Yu
R12	Cheung Yee Leung
R13	Lee On Ning Betty
R14	Lai Wai Chun

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R15	陳碧珊
R16	李念宗
R17	Wong Kin Kwan
R18	Heung Wai Leung
R19	Wong Siu Mei
R20	Wong Pik Man
R21	Li Gar Men
R22	Law Ho Kow
R23	Ng Mei Ling
R24	Lee May Chee
R25	Wong Lai Sze
R26	Pak Sai Wai
R27	Yu Kim Kam Tereta
R28	陳卓勳
R29	Ng Yuk Chun Catherine
R30	Yau Lai Yin
R31	Chan Wing Chi
R32	Young Chai Ping
R33	Choi Fai
R34	Yau Chun Shu
R35	Leung Kwan Ho

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R36	Chan Yuk Lan Rufina
R37	Wong Sau Ping
R38	Leung Kai Ming Eddie
R39	Wong Kwok Hung
R40	Lui Graham
R41	Ng Pui Yi Janice
R42	Leung Pui Kwan Theresa
R43	Wong Li Ching
R44	Young Bing Kuen
R45	Wu Cheuk Kuen
R46	Hung Chun Wah
R47	Choi Man Yee
R48	Fu Kuan Kung Albert
R49	Shing Chi Wai
R50	Yung Ching Luen
R51	Kong Kei Yi
R52	Lo Man Ching
R53	Lau Chiu Fung
R54	Lo Pui Yin
R55	Chan Yan Yan
R56	Lam Chung Sing

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R57	Lee Po Ching
R58	Tang Yi Ting
R59	黃君南
R60	Li Ming Yeung
R61	Wong Kam Leung Ivan
R62	Choi-Lam Yau
R63	Choi Suk Yee
R64	王莉青
R65	Wong Sin Man
R66	Pang Yiu Wah
R67	Chan Heung Yuet Elisa
R68	Sum Kit Wan
R69	Yiu Yin Wah
R70	Chan Yi Man Daisy
R71	陳成偉
R72	Ng Ching Man
R73	Choi Ching Yee
R74	Ng So Kam Polly
R75	Wan Kai Yu
R76	Kong Chin Hung
R77	Mei Sze Chi
R78	Ho Yuen Yi
R79	Fu Tse Sun
R80	Tang Yuk Wai

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R81	Chan Lai Cheung Paul
R82	Yau Tai Lam
R83	高漢文
R84	So Kian Fea, Joseph
R85	Leung Yin Hing
R86	Chiu Wai Chu
R87	Hung Hin Wing Allan
R88	Lee Sau Luen, Candy
R89	Lam Siu Lan
R90	Lam Shiu Kau
R91	Leung Koon Yu Oberon
R92	Ho Chi Cheung, Donald
R93	Cheong Ying Yue
R94	Chow Ka Man
R95	Ho Wai Yee Moon
R96	Cheung Fai
R97	陳巨秀
R98	Cheng Chi Hung
R99	Lee Suk Lee Nena
R100	Cheng Nga Ching
R101	Wu Ka Lap
R102	張英瑜

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R103	Yuen Kuk Kam
R104	陳子睿
R105	Fok Hon Chiu Nelson
R106	Tang Kwok Chung George
R107	夏景輝
R108	Yeung Wai Yee
R109	Yuen Tai Kwok
R110	Yuen Nga Wing Andrea
R111	Lei Soi Long
R112	Buencamino Liling
R113	陳知行
R114	Chow Siu Ying Frances
R115	Ao Man Wai
R116	Ao Man Yuet
R117	Alice Chan Muk Lam
R118	So Yuet Ngor
R119	Shum Chi Man Carol
R120	蘇慧儀
R121	Cheung Tai Hoi
R122	Cheung Shui Chi
R123	Fan Chung Wah
R124	Young Nan Wai
R125	Tam Yuk Lin

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R126	黃錦梅
R127	Leung Hung Hei
R128	Tang Siu Man Simon
R129	Li Shun Kuen
R130	Wong Wing Sze
R131	Chan Muk Lan
R132	Law Wing Kwong Alex
R133	Chan Ka Wai
R134	Cheung Lam Fan
R135	Hon Ching Yee
R136	黎宏裕
R137	Pang Chu Lam
R138	Lo, Hon Bor
R139	Lau Yiu Keung
R140	陳文生
R141	Lo Wai Yuk
R142	To Chi Kwan
R143	Yip Lai Ying
R144	Man Ming
R145	Man Tsz Ho
R146	Wong Ming Wai
R147	Tong Cheung Wing

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R148	Au Sio Tong
R149	Fong Oi Wah
R150	Martins Udele
R151	鄭凱欣
R152	Lam Yuet Yee Joan
R153	Leung Hiu Muk
R154	Leung Tsz Yim Gloria
R155	Sceneway Garden Estate Owners' Committee (匯景花園業主委員會)
R156	Ron Lo
R157	許芷悅
R158	Ha Cheuk Lun Jason
R159	Yung Kai Him
R160	吳卓恆
R161	Lam Pui Yin Cindy
R162	Yu Man Yin
R163	Leung Wei Ching
R164	Lai Wing Sze
R165	Leung Yiu Por
R166	Wright Fu

Representation No. (TPB/R/S/K15/26-)	Name of Representer
R167	Lam Sau Yung
R168	黃穎
R169	Lo Wai Yan
R170	Hung Yat Lan
R171	林朗兒
R172	Wong Calvin Alexander
R173	Fong Hiu Ying
R174	Choy Wung Chun William
R175	Tsang Shing Cheung
R176	Tai Yu Ming
R177	Chan Ka Yu
R178	陳俊偉
R179	Pun Chun Yiu
R180	The Hong Kong and China Gas Company Limited (香港中華煤氣有限公司)
R181	Designing Hong Kong (創建香港)
R182	Paul Zimmerman
R183	Mary Mulvihill
R184	黃旭康

List of Commenters in respect of
Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/26

Comment No. (TPB/R/S/K15/26-)	Name of Commenter
C1	Hong Kong Housing Society (香港房屋協會)
C2	Designing Hong Kong Limited (創建香港)
C3	Ho Siu Man Carter
C5	Mary Mulvihill
C6	程大雄

**Summary of Representations and Comments to Representations and Responses of Government departments
in respect of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/26**

(1) The grounds and proposal(s) of the representers (TPB/R/S/K15/26-R1 to R6, R74, R89, R152 to R184)¹ as well as responses from relevant government bureaux/departments (B/Ds) are summarised below:

Representation No. (TPB/R/S/K15/26-)	Subject of Representation	Responses to Representation
R1 to R3 (R1- Hong Kong Housing Society) (R2 and R3: Individuals)	<u>Support Item A1 on the following grounds:</u> (a) Provision of some 4,500 flats would meet the pressing need of housing supply by provision of affordable housing units by redevelopment of the squatter area. (b) Public housing development would be compatible with surrounding existing residential developments and could better utilize scarce land resources. (R1 and R2) (c) Propose new vehicular road (Item A4) and the proposed footbridge at new government joint-user complex (JUC) (Item A2) would improve connectivity of the area and serve the existing and future residents. (R1) (d) Proposed housing development will be well-supported by infrastructural and community and retail facilities (such as wet market and kindergarten) to meet community daily needs. (R1 and R3) (e) The heritage and cultural assets of Cha Kwo Ling Village (CKLV) could be preserved while the Laws Mansion would be revitalized. (R1 and R3) (f) No insurmountable technical issues on traffic, environmental, visual, heritage, air ventilation and infrastructural capacity. (R1)	(a) to (f) Supportive views are noted.

^[1] As representations R9 to R153, R169 and R174 were submitted in one template providing views on individual items and/or general views, which are largely the same as that submitted by representations R7 and R8, the grounds and the proposal(s) of R7 to R153, R169 and R174 and the responses from B/Ds are at Attachment I of Annex IV.

<p>R4</p> <p>(individual)</p>	<p><u>Supports Items A1 and A4 on the following grounds:</u></p> <p>(a) Public housing development would be well integrated with surrounding existing residential developments and could better utilize scarce land resources.</p> <p>(b) Propose new vehicular road (Amendment Item A4) and the proposed footbridge at new JUC (Amendment Item A2) would improve connectivity of the area and serve the existing and future residents</p> <p><u>Provide General View</u></p> <p>(c) More pedestrian connections should be provided to link the CKLV Site with surrounding developments like Laguna City and MTR Station for further improvement in connectivity and pedestrian environment.</p>	<p>(a) and (b) Supportive views are noted.</p> <p>(c) The detailed design of public works including pedestrian enhancement facilities would be reviewed in the detailed design stage.</p>
<p>R5 and R6</p> <p>(Individuals)</p>	<p><u>R5 supports Items A2 and R6 supports Items A2 and A4, both without providing specific grounds.</u></p> <p><u>Provide Comments/Proposals</u></p> <p>(a) Proposed JUC should include library and indoor sports facilities.</p> <p>(b) Stepping height of CKLV public housing development should be adopted with the northernmost block with a building height (BH) not exceeding that of Laguna City and descending towards Tin Hau Temple.</p> <p>(c) In addition to the proposed JUC, the proposed fire station at Item A3 should be located between Laguna City and CKLV public housing development in order to enlarge the separation between the two developments.</p>	<p>(a) An indoor sports center is planned at the proposed JUC. Despite the provision of library is adequate to meet the demand of the planned population in of the K15 Planning Area (the Area) as per the Hong Kong Planning Standard and Guideline (HKPSG), the Leisure and Cultural Services Department (LCSD) will closely monitor the infrastructure development of the community, population change and actively study the feasibility to enhance library service in the CKL area by providing such facility in the proposed JUC. When planning leisure facilities, LCSD will not only take into account requirement of the Hong Kong Planning Standards and Guidelines (HKPSG), but also other factors including current provision in the administrative district, the utilization of existing facilities, geographical location, demographic characteristics, land availability and technical feasibility,</p>

	<p>(d) There is a suggestion to provide noise barrier along the section near Laguna City to mitigate potential impact of the proposed new road.</p>	<p>etc.</p> <p>(b) Development proposals for the public housing developments in CKLV and ex- Cha Kwo Ling Kaolin Mine Site (ex-CKLKMS) Phase 2 have struck a balance between optimising scarce land resource in providing more public housing units in urban area to meet housing demand while ensuring their compatibility with the overall development intensity and BH in Kowloon East (KE) area (with maximum BH of 120mPD) near the waterfront. As illustrated in the photomontages (Plans H-10a and 10b of TPB Paper No. 10853), although the visual character of this part of the harbourfront area will be changed, the proposed developments could be seen as an extension of residential townscape and the proposed developments are not incompatible with the surrounding context. The CKLV is situated on a relatively flat terrain facing the harbour and the ex-CKLKMS Phase 2 Development set on varied platforms at about +32mPD, and both fall within the harbourfront areas. In a wider context, Laguna City (80mPD to 92mPD) is located to the north, Sceneway Garden (124mPD to 153mPD) is to the further northeast across Sai Tso Wan Recreation Ground, and the planned Yau Tong Bay “CDA” site (maximum BH of 120mPD) is to the further southeast. Chief Town Planner/Urban Design and Landscape, the Planning Department (CTP/UD&L, PlanD) considered that the proposed maximum BHs of 110mPD/130mPD at the CKLV Development together with the proposed ex-CKLKMS Phase 2 Development (with BHs of 135mPD/140mPD) could form a stepped BH profile descending from inland to the waterfront. Appropriate mitigation measures such as building separation and provision of greening/landscape treatment will be incorporated to minimize the visual impact. As a whole, CTP/UD&L, PlanD and the Chief Architect/Central Management Division 2, Architectural Services Department have no adverse comment on the proposed developments from urban design and visual point of view.</p> <p>(c) The proposed standard sub-divisional fire station cum ambulance depot (Item A3) is situated above the CKL Tunnel where only low to</p>
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		<p>medium-rise building is permitted due to technical constraint of the tunnel beneath. As per HKPSG, the fire station should be located with ready access onto both ways of primary or district distributor roads to facilitate its future operation, and the proposed location abutting the CKL Road with minimum 70m frontage is considered to be optimal taking all the above factors into consideration. The Director of Fire Services (D of FS) agrees in-principle on the current location at Item A3 Site. For the suggested location, it would be served by the widened Fan Wah Street which would be designed in a in a one-way local distributor standard and doesn't meet the above operation requirements.</p> <p>(d) A Preliminary Environmental Review (PER) under the Feasibility Study for CKLV Development (FS) has been undertaken to identify and assess the potential noise impact during both the construction and operation stages. The noise impact assessment of the PER found that the noise contribution from this new road onto the existing and planned noise sensitive receivers, including the Laguna City, will not be significant. As a result, no noise barrier is required to be constructed along the new proposed access road for noise mitigation purpose.</p>
<p>R74 (individual)</p>	<p><u>Opposes Item A1 on the following grounds</u></p> <p>(a) Noting that there are other new developments in the area, the future development in CKLV should be maintained at its existing population size to avoid overloading the CKL area.</p> <p><u>Supports Items A2 and A4</u></p> <p>(b) Refer to Attachment I of Annex IV for supporting grounds and other views provided in template format.</p>	<p>(a) The Civil Engineering and Development Department (CEDD) conducted the FS and the Design Review (DR) for the proposed developments in CKLV and the ex-CKLKMS Phase 2 on visual, air ventilation, traffic and transport, tree and landscape, heritage aspects, etc. which confirmed the feasibility and land use compatibility in developing the Items A1 and B1 Sites for high-rise public housing developments with supporting government, institution or community (GIC) facilities and transport infrastructures.</p> <p>(b) Refer to Attachment I of Annex IV for detailed responses.</p>

<p>R89</p> <p>(individual)</p>	<p><u>Opposes Items A1 and B1</u></p> <p>(a) Insufficient parking facilities, and government, institution and community (GIC) facilities to serve the increased population.</p> <p><u>Supports Items A2 and A4</u></p> <p>(b) Refer to Attachment I of Annex IV for supporting grounds and other views provided in template format</p>	<p>(a) The existing and planned provision of major GIC facilities are generally adequate to meet the demand of the overall planned population in the Area in accordance with the requirements of the HKPSG and concerned B/Ds' assessment (Annex XII of TPB Paper No. 10853), except for primary and secondary school places that are planned on district and territory-wide basis respectively, having regards to a basket of other factors by EDB; some type of social welfare facilities (e.g. Residential Care Home for the Elderly (RCHE), community care services facilities and Child Care Centre (CCC)) which is a long-term goal with the actual provision subject to consideration of the SWD in the planning and development process as appropriate; and hospital beds with the services planned on a cluster basis.</p> <p>To address the needs for GIC facilities arising from the additional population brought by the future developments and the district demand, a JUC (Item A2) is proposed for providing sports centre, facilities of the Department of Health, social welfare facilities, and a PTI under SSMU principle. Besides, social welfare services for children, elderlies and persons with rehabilitation needs as listed below (including those in deficit) with floor area not less than 5% of the proposed domestic GFAs of the respective public housing developments will be provided.</p> <p><u>Proposed Public Housing Development in CKLV</u></p> <ul style="list-style-type: none"> - 100-place CCC; - 30-place Small Group Home; - 250-place RCHE cum 30-place Day Care Unit (DCU); - 60-place Day Care Centre for the Elderly; - One Neighbourhood Elderly Centre; - 50-place Hostel for Moderately Mentally Handicapped Persons (HMMH); and - 120-place Integrated Vocational Rehabilitation Services Centre
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		<p>(IVRSC)</p> <p><u>Proposed Public Housing Development in ex-CKLKMS Phase 2</u></p> <ul style="list-style-type: none"> - 150-place RCHE cum 30-place DCU; - 100-place RCHE; - 80-place IVRSC; and - 50-place HMMH <p>It is the Government's policy to provide an appropriate number of private car parking spaces to satisfy self-generated parking demand according to the requirements of HKPSG. Ancillary parking facilities would be provided within the two proposed public housing developments in accordance with HKPSG and such provision has been reflected in the Preliminary Traffic and Transport Impact Assessment (PTTIA), which concluded that there would be no adverse traffic impact on the existing road network/junctions with the proposed developments.</p> <p>(b) Refer to Attachment I of Annex IV for detailed responses.</p>
<p>R152</p> <p>(individual)</p>	<p><u>Opposes Items A2 and A4 without providing specific grounds</u></p> <p>(a) Refer to Attachment I of Annex IV for views provided in template format.</p>	<p>(a) Refer to Attachment I of Annex IV for detailed responses.</p>
<p>R153</p> <p>(individual)</p>	<p><u>Supports Item A2 without providing specific grounds.</u></p> <p><u>Provides Comment/Proposal on Item A2:</u></p> <p>(a) BH of the proposed JUC should be lowered to 50mPD as it would affect air ventilation in the surrounding area.</p> <p>(b) There is no need to provide library and public vehicle park (PVP) at the JUC.</p>	<p>(a) To address the needs arising from the additional population brought by the future developments and the district demand, the proposed JUC will be developed under the "Single-Site Multiple Use" ("SSMU") principle for providing a sports centre, facilities of the Department of Health, social welfare facilities and a public transport interchange (PTI). The actual provision of GIC uses will be formulated at the design stage. To allow flexibility and for changes/increase in GIC uses to meet</p>

	<p><u>Opposes Item A4 on the following grounds:</u></p> <p>(c) Proposed new road in dual-two lane carriageway will divert traffic to local roads in Laguna City and Sin Fat Road, and cause traffic congestion in the locality. The proposed primary school abutting intersecting roads would worsen the situation.</p> <p><u>Provides Comment/Proposal on Item A4:</u></p> <p>(d) The proposed vehicular road under Item A4 should be deleted and replaced by an alternative road connection between the proposed public housing developments between CKLV and ex-CKLKMS for diverting traffic/population to Yau Tong MTR.</p> <p><u>Opposes Item B2 on the following grounds:</u></p> <p>(e) The proposed use for the “G/IC” zone under Item B2 has not been specified for public to make comment. If it would be used for primary school development, it should be provided within the CKLV site instead of abutting along the road.</p> <p><u>Provides General Comment/Proposal</u></p> <p>(f) Refer to Attachment I of Annex IV for views provided in template format.</p>	<p>community/district need to and for better optimization of scarce land resource, no building height restriction (BHR) is imposed for the “G/IC” zones for Item A2. The future project proponents would have to conduct relevant assessments to confirm their feasibility at the detailed design stage and consult relevant stakeholders, as and when appropriate.</p> <p>(b) There are requests from the Kwun Tong District Council (KTDC) and the locals for provision of library. Further to response (a) to R5 and R6, LCSD advises that in general it is preferable for provision of library to co-locate with LCSD’s sports centre and other community facilities in the same GIC development that would certainly generate synergistic effect, enable one-stop enjoyment of leisure and cultural facilities, and will be more convenient for users.</p> <p>Following the ‘SSMU’ principle to provide PVP in suitable GIC facilities, the Transport Department (TD) will actively explore the feasibility of a PVP at the proposed JUC at a later stage, in collaboration with the future project proponent of the proposed JUC.</p> <p>(c) The proposed new road, designed in a 550m long single 2-lane carriageway (7.3m width) standard, would connect the ex-CKLKMS to CKL Road directly. It will improve the traffic capacity in the area, and allow the traffic from ex-CKLKMS to go directly to CKL Road bypassing the Laguna City (Plan H-7a of TPB Paper No. 10853). Based on new roads under construction (including the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) and the Central Kowloon Route that would substantially divert traffic from the local road networks and thus effectively traffic congestion in KE) and other road improvement works being planned, the PTTIA was conducted under the FS in which all planned and committed developments (including the new campus of the proposed Vocational Training Council (VTC)) in the vicinity has been taken into account. PTTIA revealed that, with proposed junction improvements to be implemented by the Civil Engineering Development Department (CEDD) (Plans H-7a to 7c of TPB Paper No. 10853), the Sin Fat Road and junctions thereat would still be</p>
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		<p>operating within capacity upon the completion of the proposed developments. Commission for Transport (C for T) has no comment on the PTTIA which y proposed public housing developments would not create adverse traffic impact on the existing road network/junctions for design years of 2031 and 2036 after implementation of road and junction improvement works being planned by CEDD.</p> <p>(d) (i) Due to the existing topography and level difference between the ex-CKLKMS Phase 2 and the existing CKL Road (of about 30m), it is not feasible to extend the access road of ex-CKLKMS Phase 2 directly to CKL Road with due regards to the relevant road safety standards and design guidelines.</p> <p>(ii) The existing high hill/slope and the future Lam Tin Interchange slip roads situating between the CKLV Development and the Eastern Harbour Crossing (EHC) Toll Plaza/tunnel tubes hinder the construction of any escalator/footbridge/subway to directly connect the proposed developments with the Yau Tong MTR Station. The traffic from ex-CKLKMS could make use of the proposed new road to CKL Road to travel to the Lam Tin Interchange, Yau Tong MTR Station and other destinations.</p> <p>(e) A “G/IC” site in ex-CKLKMS has been reserved for a 30 classroom primary school as required by the Education Bureau (EDB) since 2014. It is accessible to both the nearby existing and planned housing developments. During the course of FS, EDB reaffirms the need to reserve this site for primary school development. The reserved school site is with an area of about 8,900m² on previous OZP. When proceeding with the detailed design, it was identified that the northern and north-eastern portions of the site are non-buildable areas such as slopes or retaining walls foundations (Plan H-13 of TPB Paper No. 10853). Under the FS, the proposed new road would encroach into the southern portion of the “G/IC” site concerned that would further reduce the buildable area. Item B2 is a technical amendment to the site boundary of the reserved school site by extending its south-western boundary by about 1,300m² in order to achieve a buildable area of not</p>
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		<p>less than 6,200m² (i.e. reference site area under HKPSG for a 30-classroom primary school). With an enlarged area, the “G/IC” site concerned is still for a 30-classroom primary school and its traffic impact has been reflected in the PTTIA. The proposed vehicular run-in/out of the school is at the proposed road of CKLV Development, subject to detailed design, with due consideration given to road safety and traffic capacity.</p> <p>(f) Refer to Attachment I of Annex IV for detailed responses.</p>
<p>R154</p> <p>(individual)</p>	<p><u>Partially supports Item A4 on the following comments:</u></p> <p>(a) It is considered that the roundabout near Tin Hau Temple is not an appropriate traffic control facility for the expected heavily traffic brought by TKO-LTT and the T2 Trunk Road. A traffic light system will be a more efficient and safer means to control the heavy traffic.</p> <p><u>Opposes Item A1 on the following grounds:</u></p> <p>(b) CKL Road has been very congested and there are often long queues near the entrance of Laguna City Phase 1 and the junction between CKL Road and Wai Yip Street. CKL Road and Sin Fat Road will be much more congested with the increase in residents and commuters to the proposed VTC development.</p> <p><u>Provides General Comment/Proposal:</u></p> <p>(c) CKL Road should be widened.</p> <p>(d) The construction of T2 Trunk Road and Central Kowloon Road should be completed earlier to divert the traffic from Lam Tin to Central Kowloon, thereby relieving the congestion along Wai Yip Street.</p> <p>(e) Road connections and walkways for pedestrians between the new development areas (including Ko</p>	<p>(a) The design on the Lam Tin Interchange of TKO-LTT had been assessed under a separate study with the alignment agreed by relevant government departments and authorized by the Chief Executive in Council under the Roads (Works, Use and Compensation) Ordinance (Cap. 370).</p> <p>(b) Response (c) to R153 is relevant.</p> <p>(c) According to the PTTIA, CKL Road would operate within capacity with the proposed developments thus widening of CKL Road is considered not necessary from traffic point of view.</p> <p>(d) Comments will be provide to relevant Government Department(s).</p> <p>(e) The ex-Sai Tso Wan landfill site located between the ex-CKLKMS and the Lam Tin MTR Station (Plan H-11 of TPB Paper No. 10853) as well as the existing high hill/slope and the future Lam Tin Interchange slip roads situating between the CKLV Development and EHC Toll Plaza/tunnel tubes hinder the construction of any escalator/footbridge/subway system to directly connect the proposed developments with the Lam Tin MTR Station or with the Yau Tong MTR Station/bus interchange at EHC.</p> <p>CEDD would work with relevant B/Ds and HKHS to explore further on the connection arrangement in the detailed design stage to enhance</p>

	Ling Road, the public housing developments along CKL Road and the VTC) and Yau Tong MTR Station should be constructed, instead of relying on CKL Road and Sin Fat Road to Lam Tin MTR Station.	pedestrian connectivity between the CKLV and the waterfront across CKL Road where continuous pedestrian connection to Yau Tong MTR Station would be available via CKL Road (southern side) and the public waterfront promenade (PWP). Response (d)(ii) to R153 is also relevant.
R155 (Sceneway Garden Estate Owners' Committee)	<p><u>Opposes All Items on the following grounds:</u></p> <p>(a) Existing Lam Tin MTR station at Sceneway Garden is saturated. With new population generated from the two proposed public housing developments, the anticipated increase in pedestrian using the Lam Tin MTR Station via Sceneway Garden is estimated to be 20,250 to 27,000 persons per day. Coupled with the proposed JUC, the increase in pedestrian flow would affect the residents of Sceneway Garden and causing noise and environment nuisance and impose health risk.</p> <p>(b) The proposed BHs (110mPD/130mPD for Item A1 and 135mPD/140mPD for Item A2) will block the view of Sceneway Garden (with existing BHs of 128mPD and 153mPD) that would generate adverse impacts on visual and property value.</p> <p>(c) Proposed developments at the waterfront would cause 'wall effect' that would adversely affect the sea breeze reaching the Sceneway Garden, in particular during summer seasons, and would cause air pollution problem and adversely affect the environmental hygiene of the residents.</p> <p><u>Provide General Comment/Proposal</u></p> <p>(d) New exit(s) to Lam Tin MTR Station should be provided and there is need to improve the passageways leading to exits and provide barrier-free</p>	<p>(a) The PTTIA as conducted revealed that public transport services provided by the existing MTR system together with the PT facilities at the proposed PTI would be sufficient to accommodate the proposed developments. C for T has no adverse comments in this regard. Assessments on capacity and accessibility for Exit D1 of Lam Tin MTR Station (the nearest one to CKLV) will be conducted in the coming Traffic Impact Assessment (TIA) in the detailed design stage of the CKLV Development, and any improvement proposal as identified in the TIA will be conveyed to MTRCL for consideration.</p> <p>A PER has been undertaken to identify and assess the potential environmental impact and revealed that no insurmountable environmental impact of the proposed developments in CKLV and ex-CKLKMS Phase 2 is anticipated during both the construction and operation phases. Director of Environmental Protection (DEP) has no objection in-principle to the zoning amendments from environmental planning perspective.</p> <p>(b) Further to responses (b) to R5 and R6, as set out in the TPB Guidelines PG-No. 41 on submission of Visual Impact Assessment (VIA) for planning applications to the TPB, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public view. Along with the above, a total of 9 vantage points (VPs), including strategic VP at PWP at Quarry Bay Park (Plan H-10a of TPB Paper No. 10853) and Sai Tso Wan Baseball Field (Plan H-10f of TPB Paper No. 10853), a public open space in the area, were adopted in the VIA which were selected having regard to visual sensitivity, local</p>

	facilities.	<p>significance and accessibility, as well as other local and district planning considerations etc., and CTP/UD&L of PlanD considers that the selection of VPs is generally in line with the requirements under the said guideline and sufficient to facilitate a comprehensive assessment of the cumulative visual impacts arising from the OZP amendments. Impact on property prices is not a relevant planning consideration.</p> <p>(c) An Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) was conducted under the FS to assess the cumulative impacts of the proposed developments. According to the AVA-EE, the annual prevailing winds of the area are mainly from the northeast quadrant, while the summer prevailing winds are from the southeast and southwest (Plan H-12 of TPB Paper No. 10853).</p> <p>The disposition of the residential buildings under the notional scheme for CKLV has generally avoided encroaching into the prevailing wind corridors (Plans H-8a and 8b of TPB Paper No. 10853), except the northernmost block that an urban window (20m(W) and 45m (H)) at lower floors is proposed to facilitate the air flow in northeast-southwest direction. Relevant good design features (building separation of not less than 15m and the urban window) are stipulated in the Explanatory Statement (ES) to provide guidance on the detailed design. As for the proposed ex-CKLKMS Phase 2 Development, mitigation measures such as a minimum width of 15m building separation and podium garden will be incorporated to facilitate air flow (Plans H-9a to 9c of TPB Paper No. 10853). Based on the AVA-EE prepared under the FS, further quantitative analysis would be conducted to optimise the notional scheme for further enhancement in the detailed design stage.</p> <p>According to the AVA-EE, incorporation of relevant design measures would be sufficient to maintain the wind corridors and it is unlikely that the two proposed developments would have any insurmountable adverse air ventilation impact effects to the surroundings. CTP/UD&L, PlanD has no adverse comment on the amendments from air ventilation perspective.</p>
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<p>R156, R157, R158, R159, R160, R161, R162, R163, R164, R166, R168, R170, R171 and R184</p> <p>(individuals)</p>	<p><u>R156 to R164 oppose all Items</u> <u>R166 opposes Items A1 to A6</u> <u>R168 opposes Items A1 to A3</u> <u>R170 opposes Item A1</u> <u>R171 opposes Item A4</u> <u>R184 provides general views</u></p> <p><u>Grounds of Representations:</u></p> <p>(a) With long history of CKLV as the largest village among 「九龍十三鄉」 and its unique culture, the well-established social network should be well preserved. The rights of the villagers, among others no relocation nor demolition (不遷不拆), should be respected.</p> <p>(b) Some of the affectees may not meet relevant criteria under the compensation and rehousing (C&R) arrangements announced on 10.5.2018 (May Tenth proposal 「510 方案」), thus their right can't be protected. Besides, the affectees may have to rehouse in other estate(s) in the interim before rehousing to dedicated rehousing estate flats under the Hong Kong Housing Society (HKHS). No clearance unless rehousing flats are available, and sufficient flats under HKHS's Group A or the Hong Kong Housing Authority's (HKHA's) public housing units should be reserved to rehouse all affected villagers.</p> <p>(c) There are requests for rehousing within same district</p>	<p>(a) to (d) The clearance, compensation and rehousing of the affected structures and occupiers are outside the scope of the statutory plan-making procedure and hence the ambit of the Board. The concerns of the affected stakeholders will be handled separately by the Government according to the established policy and procedures.</p> <p>In the Town Hall briefing held on 10.5.2021 jointly arranged by PlanD, CEDD and the Lands Department (LandsD), the affectees were briefed on the C&R arrangement and their concerns/enquiries were discussed. The gist of the briefing at Annex VII of TPB Paper No. 10853 was not only conveyed to KTDC Member of the constituency concerned, Cha Kwu Ling Villagers Fraternity Association, Concern Group of Cha Kwo Ling Residents and the Neighbourhood Advice-Action Council CKL Centre for onward distribution to affected residents/business operators as appropriate, it was also included in MPC Paper No. 8/21 for consideration of the proposed rezoning amendments by the MPC of the Board.</p> <p>Responses from LandsD on lands administration matter are at Attachment II to Annex IV for general reference.</p>

	<p>and allowing more times for the affectees to get prepared for rehousing.</p> <p>(d) Social impact assessment should be conducted before rezoning with reference to the previous rezoning amendments in respect of Ma On Shan Outline OZP. With estimated residents at CKLV of above 2,000, the view of the affectees and their requests have not been reflected in the rezoning paper for consideration.</p> <p>(e) Ex-CKLKMS (covering Items B1 and B2 Sites) has high historical and cultural value and significance to quarry industry, and is rich in geological diversity; thus it should not be rezoned. There are other choice for providing land for housing and GIC uses, such as brownfield sites. (R161 only)</p> <p>(f) Traffic congestion is commonly observed which would be worsen upon opening of the TKO-LTT and the additional traffic associated with the new developments. Comprehensive Traffic Impact Assessment is required to assess the traffic impacts (R166 only)</p> <p>(g) Assessment on the history and cultural value of CKLV should be conducted in order not to undermine the impact to the community. (R170 only)</p>	<p>(e) (i) All mining or quarrying activities in CKLKMS have ceased operation since the 1990s. Based on the geotechnical information available, the site is mostly underlain by decomposed granite and granite which are common geology in Hong Kong. There is no graded historical building nor item pending grading assessment by the Antiquities Advisory Board (AAB) within ex-CKLKMS Phase 2 Development. [para. 5.3.1 (e)]</p> <p>(ii) Ex-CKLKMS Phase 2 (Item B1) has been rezoned for residential uses since 2014 and current exercise increases its development intensity for the high-density public housing development in view of the acute and continuous demand for public housing over the years and the improvements to local traffic capacity with the proposed new road (Item A4). The findings of the DR confirmed that Item B1 Site is suitable for high-density public housing developments, considered appropriate in terms of technical feasibility and land use compatibility. The proposed CKLKMS Development will help to increase the land supply in urban area for housing developments to meet the current acute demand. The Government will continue to explore all land supply options, including identifying suitable brownfield sites which have development potentials, to meet the housing demand.</p> <p>Regarding the Item B2, response (e) to R153 is relevant.</p> <p>(f) Response (c) to R153 is relevant.</p> <p>(g) A Preliminary Cultural Heritage Appraisal has been carried out under the FS related to cultural heritage and to propose mitigation measures, if any. Regarding the two Grade 3 historic buildings in the locality, the heritage significance of the Law Mansion will be respected by preserving it in-situ for adaptive reuse for public appreciation by revitalising and integrated into the CKLV housing development . Visual corridor of not less than 20m viewing from the Law Mansion towards the harbour and separation of not less than 10m</p>
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		<p>surrounding this Grade 3 building forming public realm would be provided. Design of buildings surrounding the Law Mansion would be further refined in the detailed design stage.</p> <p>Tin Hau Temple (CKL) would not be affected by the CKLV Development as it is outside the boundary. Nevertheless, an area of not less than 900m² within the housing development is designated as a buffer area to serve as a transition between the proposed housing development and this Grade 3 historic building would be open for public enjoyment. Subject to the detailed design, the buffer area and other suitable locations within the housing development could be a possible place for display of some heritage fabrics/character defining elements of other buildings/structures with historical interest with CKLV (e.g. the remaining building of Porcelain Factory, ex-Four Hill School, office of CKL Villagers Fraternity Association and the 212 CKLV (The Tsang Mansion)) for public appreciation.</p> <p>Apart from the above two graded historic buildings, there is no item pending grading assessment by the AAB within CKLV and CKLKMS Phase 2 development boundary.</p> <p>Cultural Heritage Appraisal for CKLV was conducted under the FS for which the Antiquities and Monument Office (AMO) has no adverse comment.</p>
R165 (individual)	<u>Opposes All Items on following grounds:</u> (a) Government intends to accommodate more people to live in this area without any plan to reduce traffic problem, crowdies and to protect the sea view.	(a) Responses (a) and (c) to R153 and (b) to R5 and R6 are relevant.
R167 (individual)	<u>Opposes Items A1, A2, A3 and B1 on the following grounds:</u> (a) Concrete public transport improvement plan in the area should be provided to justify the feasibility of the	(a) With the implementation of PTI at the proposed JUC and with the existing PT facilities, the PT facilities in the area is considered to be

<p>proposed residential and GIC facilities. Currently, the public transport provision in CKLV is very limited with only three minibuses routes (i.e. 23B, 23C and 90A) with long and unstable service headways.</p> <p>(b) Walkability between the proposed public housing developments in CKL and at ex-CKLKMS Phase 2, and the MTR Lam Tin Station (Exit D) is not satisfactory, having regards to the long walking distance (about 300m), steep gradient and that there would be no shelter along Sin Fat Road footpath.</p> <p>(c) A pedestrian footbridge system, similar to the existing one connecting Laguna City and Lam Tin MTR Station, should be provided to improve the walkability between the two proposed housing development and Lam Tin MTR Station.</p> <p>(d) No assessment to demonstrate that Exit D1 of Lam Tin MTR Station (i.e. the exit nearest to Laguna City and CKLV) would still be operating at a satisfactory capacity level after all the proposed developments have been completed.</p> <p>(e) The slow lane of existing CKL Road between Wai Yip Street and Yau Tong MTR Station is often fully parked with illegal parking which effectively reduce the road capacity, and also Sin Fat Road and the section of CKL Road between Wai Yip Street.</p> <p>(f) Increased parking provision under the revised HKPSG would exacerbate the traffic congestion in the areas.</p> <p>(g) Maximum BHs for CKLV and ex-CKLKMS Phase 2 developments are 110mPD/130mPD and 135mPD/140mPD respectively, whereas lower BHRs of</p>	<p>sufficient to cater the anticipated passenger demand and transportation need arising from the new developments. TD will continue to closely monitor the change in passenger demand and development progress of various projects in the area, and review the PT services to serve the proposed residential and GIC facilities near the population intake to suit the actual conditions and demand at that moment.</p> <p>According to TD's recent observations, the existing bus and Green Mini-bus (GMB) services could generally meet the passenger demand in the vicinity of CKL.</p> <p>(b) and (c) To enhance the connectivity and to overcome the level difference, a new pedestrian footbridge and lift is proposed at the proposed JUC for accessing Lam Tin MTR Station via the footpaths alongside the proposed new road (Item A4), Ko Ling Road and Sin Fat Road. The detailed design of public works including pedestrian enhancement facilities would be reviewed under the CKLV Development Project.</p> <p>The ex-Sai Tso Wan landfill site located between the ex-CKLKMS and the Lam Tin MTR Station (Plan H-11 of TPB Paper No. 10853) hinder the construction of any escalator/footbridge/subway system to directly connect the proposed developments with the Lam Tin MTR Station.</p> <p>To enhance the pedestrian environment in the area and to improve accessibility to the PTI at the proposed JUC, proposal to widen/realign Fan Wah Street and Wing Fook Street (Item A4) for provision of about 3.5m footpaths are recommended under the FS. Besides, HKHS will further explore the opportunity to improve the walking environment along CKL Road during detailed design stage e.g, provision of canopy within CKLV site.</p> <p>CEDD would work with relevant B/Ds to explore further on pedestrian connection arrangement in the detailed design stage to enhance pedestrian connectivity between CKL Road here continuous pedestrian connection to Yau Tong MTR Station would be available via existing</p>
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	<p>90mPD/110mPD are imposed for “R(B)1” and “R(B)2” which are farther away from the harbourfront. Such BH profile is not in line with the urban design principle for maintaining a stepped BH descending from inland towards the waterfront as set under HKPSG, and not incompatible with surrounding environment and cause adverse visual impact, and cause adverse visual and landscape impacts in the area.</p> <p>(h) BHs for the two proposed public housing developments should be lowered to 80mPD (for CKLV) and to 90mPD (for ex-CKLKMS Phase 2).</p> <p>(i) The proposed increase in BH will create ‘wall effect’</p>	<p>CKL Road (southern side) and the planned PWP. Assessments on the capacity and accessibility for Exit D1 of Lam Tin MTR Station (the nearest one to CKLV) will be conducted in the detailed design stage of the CKLV Development Project.</p> <p>(d) Response (a) to R155 are relevant.</p> <p>(e) Response (c) to R153 are relevant.</p> <p>To meet the demand for L/UL in the locality, roadside layby would be provided along the widened Fan Wah Street (Item A4). For the concern on illegal parking, appropriate enforcement action would be taken by concerned department. In order to maintain smooth traffic at section of CKL Road concerned, TD advises that traffic management measures such as provision of off-street L/UL bays and designation of no-stopping restriction zones, would be considered.</p> <p>(f) It is the Government’s policy to provide an appropriate number of private car parking spaces to satisfy self-generated parking demand according to the requirements of HKPSG. Ancillary parking facilities would be provided within the two proposed public housing developments in accordance with HKPSG and such provision has been reflected in the PTTIA, which concluded that there would be no adverse traffic impact on the existing road network/junctions with the proposed Developments.</p> <p>(g) and (h) On BH and visual aspects, responses (b) to R5 and R6 are relevant. The BHs as imposed have strived to optimize the scarce land resources for providing more public housing units while ensuring that all prevailing statutory ordinances and design guidelines are followed. The proposals to lower BHs at CKLV and ex-CKLKMS Phase 2 fail to optimise the development potential of urban land resources given that planning and infrastructure permit for the set BHRs. Appropriate mitigation measures such as building separation and provision of greening/landscape treatment will be incorporated to minimize the visual impact. Furthermore, architectural details including colour, façade and design of the proposed public housing developments will be</p>
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		<p>explored at the detailed design stage to further alleviate visual impact on the surroundings.</p> <p>On landscape aspects, within the housing sites, landscape treatments (including podium gardens, buffer plantings and/or vertical greening/climbers) are proposed. And relevant requirements on site coverage of greenery as set out under the Sustainable Building and Design Guidelines (SBDG) would be duly followed in the detailed design as appropriate.</p> <p>(i) Response (c) to R155 are relevant.</p>
<p>R169</p> <p>(individual)</p>	<p><u>Opposes Items A1, A2, A4, B1 & B2</u></p> <p><u>Opposes Items A1 and B1 on following grounds:</u></p> <p>(a) BHRs of the CKLV development and ex-CKLKMS Phase 2 should be revised to 100mPD and 110mPD respectively to minimise the visual impact induced to the two private residential developments nearby, namely Lagune City and KoKo hill. The proposals for widening the building gaps and massively increasing the greening in the development area cannot compensation for the visual and spatial deterioration for the residents nearby.</p> <p><u>Provides Comment/Proposal on Items A1 & A2:</u></p> <p>(b) BHs of the CKLV and ex-CKLKMS Phase 2 developments should be lowered to 100mPD and 110mPD respectively.</p> <p><u>Opposes Item A2 on the following grounds:</u></p> <p>(c) BH of the proposed JUC should be lowered to 50mPD as it would block the sight and affect air ventilation of Laguna City.</p> <p>(d) There is no need to provide PVP at the JUC. The</p>	<p>(a) and (b) Responses (b) to R5 and R6, (b) and (c) to R155, and (g) and (h) to R167 are relevant.</p> <p>(c) and (d) Response (a) to R5 and R6, and (a) and (b) to R153 are relevant.</p> <p>(e) The proposed new road would divert traffic from ex-CKLKMS to CKL Road direct and bypass Laguna City/Sin Fat Road (Plan H-7a of TPB Paper No. 10853). The PTTIA revealed that, with proposed junction improvements to be implemented by the CEDD, the Sin Fat Road and junctions thereat would still be operating within capacity upon the completion of the proposed developments. C for T has no comment on the PTTIA from the traffic engineering perspective which confirmed the technical feasibility of the proposed developments in CKLV and ex-CKLKMS Phase 2.</p> <p>(f) Responses (d)(ii) to R153 and (b) and (c) to R167 are relevant.</p> <p>(g) Response (e) to R153 is relevant. Inclusion of Item B2 Site into the planned primary school development for achieving the required building area is assessed to be technically feasible during both construction and operation stages.</p>

	<p>provision of PVP and the public library, if needed, could be located at premises in the CKLV public housing development instead of the JUC.</p> <p><u>Opposes Item A4 on the following grounds: Grounds of Representation for Item A4:</u></p> <p>(e) The construction of road and pedestrian walkways linking CKL Road to Sin Fat Road would encourage the residents of the public housing developments in CKLV and Ex-CKLKMS site to reach Lam Tin MTR station by public transport which will generate traffic jam and pollutions along Sin Fat Road</p> <p><u>Provides Comment/Proposal on Item A4:</u></p> <p>(f) Tunnels and pedestrian elevators should be constructed to link up the housing estates and the Lam Tin and Yau Tong Stations. New MTR station exits have to be constructed with one at the new JUC and another with the CKLV housing site. The pedestrian elevator should pass through the junction of CKL Road and Sin Fat Road.</p> <p><u>Opposes Item B2 on following grounds:</u></p> <p>(g) Given its close distance to the residents of Laguna City and KoKo Hills nearby, its construction and existence would substantially affect their living environment. Thus, the small piece of land should be left idle.</p> <p><u>Provides General Comment/Proposal:</u></p> <p>(h) Refer to Attachment I of Annex IV for views provided in template format.</p>	<p>(h) Refer to Attachment I of Annex IV for detailed responses.</p>
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<p>R172</p> <p>(individual)</p>	<p><u>Opposes Items A1 and B1 on the following grounds:</u></p> <p>(a) It is not reasonable to use these Sites with high values for public housing that would bring negative impact to the revenue and financial condition of the Government. Noting that more suitable options namely the Northern Metropolis are available, the Sites should be used for other more valuable purposes including private residential, commercial, hotel, etc.</p>	<p>(a) In view of the acute demand for public housing, the Government has been adopting a multi-pronged approach to increase land supply. While the Northern Metropolis could provide land for various developments in the New Territories, Items A1 and B1 Sites would help increasing land supply in urban area for public housing. Being located in close proximity to existing residential clusters and with support of planned transport infrastructure and GIC facilities, the two Sites are suitable for residential development.</p> <p>Redevelopment in CKLV would require resumption of private lands currently scattering within the site (Plan H-3b of TPB Paper No. 10853) by invoking the Lands Resumption Ordinance and other applicable ordinances for established public purposes. Besides, the living environment of residents in the squatter area of CKLV will be improved with C&R to be provided in accordance with prevailing policy.</p> <p>For ex-CKLKMS Phase 2 (Item B1), responses (e)(ii) to R161 are relevant.</p> <p>The findings of the FS and the DR confirmed that the Sites are suitable for high-density public housing developments, and considered appropriate in terms of technical feasibility and land use compatibility.</p>
<p>R173</p> <p>(individual)</p>	<p><u>Opposes Items A1 and B1 on the following grounds:</u></p> <p>(a) The proposed BH of CKLV development will create ‘wall effect’ as compared to Laguna City with existing BHs of about 80mPD / 92mPD.</p> <p>(b) Rezoning for public housing development at the ex-CKLKMS Phase II site with a higher PR and BH (135mPD/140mPD) restrictions would not only deviate from original intention for a low density development with a lower BHR and would create</p>	<p>(a) Responses (b) to R5 and R6 and (c) to R155 are relevant.</p> <p>(b) Further to the responses (e)(ii) to R161, planning is a continuous process, and there is a practical need to review the OZP from time to time to meet the changing planning circumstances and social and community needs. Similar to previous rounds of OZP amendments, the current OZP amendments have undergone relevant technical assessments and statutory public consultation.</p>

	<p>‘wall effect’.</p> <p>(c) The resultant increase in population would impose traffic pressure in the vicinity in Kwun Tong and Lam Tim that would worsen the traffic congestion.</p> <p>(d) There is lacking community facilities to serve the development.</p> <p><u>Provide General Comment/Proposal:</u></p> <p>(e) To widen the CKL Road and improve the traffic and parking facilities in the area.</p> <p>(f) Construction of footbridges to improve the pedestrian connectively from CKLV to Yau Tong MTR station and EHC bus interchange.</p> <p>(g) Lower the PR for the proposed public housing developments under Items A1 and B1 and increase the provision of “GB” and “O” zones.</p> <p>(h) Lower the proposed BHs to below 110mPD for the proposed public housing developments, and to increase building separations</p> <p>(i) Provision of cycling track along PWP extending to the Kai Tak New Development Area.</p>	<p>Regarding visual and air ventilation aspects, responses to (b) to R5 and R6 and (c) to R155 are relevant.</p> <p>(c) Response (c) to R153 is relevant.</p> <p>(d) Responses (a) to R89 and (b) to R153 are relevant.</p> <p>(e) Responses (c) to R153, (c) to R154 and (f) to R167 are relevant.</p> <p>(f) Responses (b) – (c) and (d) to R167 are relevant.</p> <p>(g) FS and DR have been conducted on visual, air ventilation, traffic and transport, tree and landscape, heritage aspects, etc. which confirmed the feasibility and land use compatibility in developing the Items A1 and B1 Sites for high-rise public housing developments with supporting GIC facilities and transport infrastructures.</p> <p>(h) Responses (g) and (h) to R167 are relevant.</p> <p>(i) The comment will be conveyed to relevant government Bureaux/Departments for consideration.</p>
<p>R174</p> <p>(individual)</p>	<p><u>Opposes Item A2 on the following ground:</u></p> <p>(a) Leave Item A2 Site as its current state.</p> <p><u>Opposes Item A4 on the following grounds:</u></p> <p>(b) Concerns on noise, dust and hygiene impacts during construction stage that would last for 5 to 6 years</p> <p><u>Provide Comment/Proposal on Item A4:</u></p>	<p>(a) Further to response (a) to R153, the proposed JUC at Item A2 Site is situated at a central location in the midst of existing and planned residential development. It is generally supported by the KTDC and the locals for providing needed GIC facilities to serve the future population and the existing community, and is demonstrated to be technically feasible during both construction and operation stages.</p> <p>(b) The findings of PER under FS revealed that with the implementation of</p>

	<p>(c) Tremendous amount of noise, dust and possible garbage will be generated.</p> <p><u>Provide General Comment/Proposal:</u></p> <p>(d) Wish to retain the tranquil environment and fresh air which would be affected by the high-density housing developments.</p> <p>(e) Refer to Attachment I of Annex IV for views provided in template format.</p>	<p>suitable mitigation measures (such as erection of temporary noise barriers and hoardings) together with good site practices (such as frequent watering to reduce dust emission and use of mufflers and silencers on construction equipment), no adverse environmental impacts nor vibrations to the nearby sensitive receivers is anticipated during the construction stage.</p> <p>(c) Response to (b) above on noise and dust is relevant. Construction and demolition (C&D) materials would be generated from excavation works for site formation and infrastructure works. It is the government policy to make beneficial use of C&D materials generated by the construction industry in an efficient as well as an environmental-friendly way. The contractor is required to include appropriate mitigation measures to avoid, reduce, reuse and re-cycle inert construction waste (e.g. crushed concrete) in order to minimize the disposal of inert construction waste at public fill reception facilities.</p> <p>It is anticipated that the quantity of chemical waste generated would be nominal and less than 10L over the whole construction period. Provided that the chemical wastes generated during construction phase would be handled, transported and disposed of following the appropriate manner as stipulated in the Waste Disposal (Chemical Waste) (General) Regulations, adverse environmental impacts during construction phase would not be expected.</p> <p>Release of general refuse into the roadside gully/ surface channel would not be permitted. Rapid and effective collection and discharge of site wastes would be implemented to prevent waste materials from being blown around by wind, flushed or leached into the aquatic environment, and causing odor nuisance.</p> <p>(d) Rezoning amendments for high-rise public housing developments (Items A1 and B1), GIC facilities (Items A2, A3 and B2) and supporting roads improvement works (Items A4 to A6) will help meeting the acute public housing demand and GIC needs, and achieve optimal use of land resources to respond to the changing economic and social needs. FS and DR conducted on visual, air ventilation, traffic and transport, tree</p>
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		<p>and landscape, heritage aspects, etc. which confirmed the feasibility and land use compatibility in developing the Item A1 and B1 Sites high-rise public housing development with supporting GIC facilities and transport infrastructure.</p> <p>(e) Refer to Attachment I of Annex IV for detailed responses.</p>
<p>R175</p> <p>(individual)</p>	<p><u>Opposes Item A2 on the following grounds:</u></p> <p>(a) To implement Item A2 and the planned primary school to its further north with “GB” between them, there will be significant slope cut for site formation and result in great reduction of “GB” zone and a strange slope profile.</p> <p>(b) Item A2 Site is too close to Blocks 37 & 38 of Laguna City. A very substantial slope excavation (rock breaking) would be required. There are concerns on the environmental impacts during construction and operation stages.</p> <p><u>Provide Comment/Proposal on Item A2:</u></p> <p>(c) Reserve Item A2 as “GB” site</p> <p>(d) To reduce the scale of Item A2 Site and to address the GIC needs by:</p> <ol style="list-style-type: none"> fully utilize the Sai Tso Wan Neighbourhood Community Centre (STWNCC); other essential services e.g. fresh market or post office could be provided within the proposed CKLV housing development; Increase the area of Item A3 so that the demand/service from Item A2 could be absorbed together with (i) and (ii) above. 	<p>(a) In order to optimise the use of scarce land resources in urban area for providing the needed GIC facilities, slope cutting work for site formation for the proposed JUC is inevitably required but its size has been optimised based on the space required for the GIC facilities to be housed in the JUC with reference to HKPSG and/or respective operation requirements as advised by relevant departments.</p> <p>The proposed JUC site would be formed at a level of about 8mPD whereas that for the planned school is at about 30mPD. Taking the existing topography and available space for construction into consideration, the present designs for the building and school platform are considered to be optimal to comply with relevant design and safety standards with area reserved and earthworks involved will be kept to a minimum.</p> <p>(b) Response (b) to R174 is relevant. Besides, no blasting works by explosives has been proposed in light of the site is close to residential area. Instead, normal rock and soil excavation with mechanical breakers or non-explosive blasting method are proposed for the slope cutting works.</p> <p>(c) Responses (a) to R153 and (a) to R174 is relevant.</p> <p>(d)(i) The average utilization rate of STWNCC is around 80-90% from October to December 2021 and District Officer (Kwun Tong) advises that it is fully utilized from the administrative point of view. There is currently no redevelopment programme for STWNCC.</p> <p>(d)(ii) GIC facilities to be provided at the proposed JUC include a sports</p>

	<p>(e) Relocation Item A2 to other locations, including:</p> <ul style="list-style-type: none"> i) closer to Items B and A4; ii) moving to the GB area near Lam Tin Interchange serving as noise tolerant building for Item B development; iii) moving closer to the approved school site so that the construction area could centralized and be carried out concurrently rather than scattering everywhere and affecting more local residents in Laguna City. 	<p>centre, facilities of the Department of Health, social welfare facilities and a PTI, and there is currently no plan to provide fresh market or post office in the proposed JUC, subject to detailed planning and design by the project proponent and relevant departments under SSMU principle.</p> <p>The provision of wet market in the proposed CKLV housing development will be considered in the detailed design stage. Having considered the waterfront location of the CKLV site, the BHR and the development mass, and also without compromising the flat production nor affecting provision of social welfare facilities (with floor spaces not less than 5% of the proposed domestic GFA and to be exempted from GFA calculation), the proposed GFA of 30,300m² (equivalent to PR of 1) for providing commercial facilities is considered optimal.</p> <p>(d)(iii) Item A3 Site, which is reserved for the proposed standard sub-divisional fire station cum ambulance depot, is situated above the CKL Tunnel where only low to medium-rise building is permitted due to technical constraint of the tunnel beneath. The proposal to enlarge Item A3 Site would not only will reduce the area of land available for public housing construction, but would inevitably encroach to the CKL Tunnel where the technical feasibility for accommodating more GIC facilities has yet to be ascertained.</p> <p>(e) The GIC facilities to be provided in the JUC are designated to serve the neighboring community. (i) It is considered that the present proposed location of the JUC with accesses from both Fan Wah Street and CKLV Development is justified as it is accessible to the neighboring community while maintaining a reasonable distance from Laguna City. (ii) Therefore, moving it to the GB area near the Lam Tin Interchange of the TKO-LT Tunnel cannot serve this purpose. (iii) As there is a level difference between the present proposed JUC and the reserved school site and the space between is occupied by extensive slopes, it is not recommended to move the JUC closer to the school site, which will also make it very close to the Laguna City.</p>
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<p>R176 (individual)</p>	<p><u>Opposes Item A2 on the following grounds:</u></p> <p>(a) The Item A2 Site is a vegetated knoll and a habitat for birds, thus should be retained but not for GIC development.</p>	<p>(a) Ecological impact assessment for the CKLV Development and its surrounding areas has been conducted under the FS which revealed that all terrestrial habitats and vegetation identified within the assessment area are considered to be of low ecological value and supported common wildlife species. As the ecological impact due to the proposed developments is considered minor in nature, Director of Agriculture, Fisheries and Conservation has no adverse comment on the rezoning amendments.</p> <p>Response (a) to R175 is also relevant.</p>
<p>R177 (individual)</p>	<p><u>Opposes Item B1 on the following grounds:</u></p> <p>(a) Rezoning for public housing development at the ex-CKLKMS Phase II site with a higher PR and BH (135mPD/140mPD) restrictions would not only deviate from original intention for a low density development with a lower BHR and would create ‘wall effect’ to developments nearby.</p> <p>(b) The resultant increase in population would impose traffic pressure in the vicinity in Kwun Tong and Lam Tim that would worsen the traffic congestion.</p> <p>(c) There is lacking community facilities to serve the development.</p>	<p>(a) Responses (b) to R5 and R6 and (c) to R155, (e)(ii) to R161, and (b) to R173 are relevant.</p> <p>(b) Response (c) to R153 is relevant.</p> <p>(c) Response (a) to R89 and (b) to R153 is relevant.</p>
<p>R178 (individual)</p>	<p><u>Opposes Item B2 on the following grounds:</u></p> <p>(a) The enlargement of the school site is not justified and without assessment on traffic impacts.</p>	<p>(a) Response (e) to R153 is relevant.</p>
<p>R179 (individual)</p>	<p><u>Opposes Item B2 on the following grounds:</u></p> <p>(a) A “G/IC” site within the ex-CKLKMS has already been reserved with sufficient size for primary school development, any further rezoning is not justified.</p>	<p>(a) Response (e) to R153 is relevant.</p> <p>(b) Response (c) to R155 is relevant.</p> <p>(c) Item B2 is only a minor amendment to enlarge the reserved school site</p>

	<p>(b) The Site should be retained as “GB” zone to ensure air ventilation and relieve heat island effect</p> <p>(c) Local should be consulted prior to any rezoning amendment</p>	<p>to meet the required buildable area. The need to enlarge the reserved school was investigated in the course of the FS and the proposal was only finalised after consultation with KTDC and the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the Harbourfront Commission (the Task Force of the HC) on 6.7.2021 and 2.9.2021 respectively. Notwithstanding the above, amendment under Item B2 was included in the consultation with the residents of Laguna City on 27.10.2021, and discussed in the MPC No. 8/21 for consideration by the Metro Planning Committee (MPC) of the Town Planning Board (the Board).</p> <p>The draft OZP incorporating the proposed amendments were published for two months under the Town Planning Ordinance (the Ordinance). Members of the public could submit representations in respect of the proposed amendments to the Board. Upon the exhibition of the representations received under the Ordinance, Members of the public could submit comments on the representations within three-week time. All valid representers and commenters have been invited to the Board to present their views.</p>
<p>R180</p> <p>(Hong Kong and China Gas Company Limited)</p>	<p><u>Provides Comment/Proposal on Item A1:</u></p> <p>(a) As the proposed public housing development is in close vicinity to existing CKL pigging station, a Quantitative Risk Assessment (QRA) should be conducted taking into account existing and planned developments to evaluate the potential risk and determine the necessary mitigation measures, if required. The China Gas Co. should be consulted in the detailed design stage and construction stage.</p>	<p>(a) the existing CKL pigging station is about 100m away from the proposed development in CKLV. The potential hazard due to the operation of the CKL pigging station and the Intermediate Pressure gas pipeline is considered to be minimal, and a QRA is not required for the existing Pigging Station related to the CKLV Development. Director of Electrical and Mechanical Services has been consulted and has no adverse comment.</p>
<p>R181</p> <p>(Designing HK)</p>	<p><u>Provides Comment/Proposal on Items A1 & A3:</u></p> <p>(a) The proposal development fails to integrate residential development, commercial activities and PWP nearby for the best interest of residents and visitors. The development of the waterfront, the</p>	<p>(a) to (c) In formulating the development proposal for CKLV Development, effort has been made for enhancing the vibrancy for this part of harbourfront area. For instance, retail and F&B uses at ground/podium levels surrounding the Law Mansion (an in-situ</p>

	<p>development of the residential, GIC and retail north of the road should be regarded as one integrated whole – combining the experience of CKLV and the waterfront as one.</p> <p>(b) It is expected the population increase will bring in more traffic to the existing CKL Road. Even with the ground level crossings, the busy traffic will limit connectivity between the proposed residential development and the PWP.</p> <p>(c) Wide deck across the road can offer a better connection between the PWP and the proposed residential and GIC development, and enhance the experience and vibrancy of the waterfront in KE. The deck landing at the waterfront to include retail, sit-out area, look-out points, toilets, F&B and open space for residents and visitors.</p> <p>(d) Shops and services provided at the proposed housing development can attract visitors from the nearby PWP, and vice versa animate the waterfront of Victoria Harbour.</p>	<p>preserved Grade 3 building for adaptive use where visual corridor of not less than 20m viewing from the Law Mansion towards the harbour to be provided), as well as the frontages facing the waterfront area would be provided for enhancing vibrancy of public realm in the harbourfront area (Plans H-8a to 8e of TPB Paper No. 10853). Any interfacing arrangements between the CKLV public housing development and the VTC new campus and the adjoining PWP will be explored further among relevant B/Ds and HKHS in the detailed design stage when formulating the design of the two projects to achieve better integration and vibrancy of the area as a whole.</p> <p>There are three existing at-grade pedestrian crossings across concerned section of CKL Road, and two of them locate close to the public realms near the Law Mansion and the Tin Hau Temple (CKL). It was assessed under the FS that indicated after the completion of the proposed developments with anticipated pedestrian growth, these at-grade crossings with minor modifications would operate at satisfactory condition from the traffic engineering perspective. Notwithstanding the above, CEDD would work with HKHS and relevant B/Ds to explore further on the connection arrangement in the detailed design stage and to further consult the HC in due course.</p> <p>(d) A maximum non-domestic GFA of 30,300m² for providing commercial facilities will be provided in the proposed CKLV development. Retail and F&B uses at ground/podium levels surrounding the Law Mansion (an in-situ preserved Grade 3 building for adaptive use where visual corridor of not less than 20m viewing from the Law Mansion towards the harbour to be provided), as well as the frontages facing the waterfront area would be provided for enhancing vibrancy of public realm in the harbourfront area. The types of retail services to be provided will be subject to detail design and management stages.</p>
<p>R182</p> <p>(Individual)</p>	<p><u>Provide General Comment/Proposal:</u></p> <p>(a) There are concerns over both the connection and integration between housing developments and</p>	<p>(a) to (e) Responses (a) to (d) to R181 above are relevant.</p>

	<p>waterfront in CKL, and requests for an integrated plan for both sides of CKL Road with due regards to the local circumstances for maximizing the opportunity of the water, the specific character of CKL and the housing developments for the benefit of residents and visitors.</p> <p>(b) There is a request for providing an exciting connections between the housing developments and the PWP to the north and south of CKL Road respectively.</p> <p>(c) It is proposed to link the proposed retail to the north of CKL Road with a waterfront facilities (e.g. site out, look out, toilets and F&B) to the south with a wide deck across the road. Such approach has been adopted in Site 3 in Central. Pedestrian connections by street-level crossings as currently proposed for CKL simply misses the vision.</p> <p>(d) The proposed public housing site and the PWP, falling within two OZPs, are bisected by CKL Road and are under different implementation agents. The TPB should ensure the overriding vision for this part of waterfront area.</p> <p>(e) Fails to integrate residential development, commercial activities and PWP. There should be a deck connecting residential development, the fire station site and the JUC site, with retails, F&B, and open spaces at the landing of the deck at PWP side, as commercial activities at PWP can provide vibrancy to the Harbour.</p>	
<p>R183</p> <p>(Individual)</p>	<p><u>Opposes all Items on the following grounds:</u></p> <p>(a) As compared with the application no. A/K15/124 with flat yield of 4,984 units which was rejected on review by the Board, there would be an increase in</p>	<p>(a) to (c) Application no. A/K15/124 was a private-initiated development proposal for proposed comprehensive residential development with supporting retail and GIC facilities covering CKLV previously zoned</p>

	<p>housing units under current proposal (with inclusion of Item B1). However, it would result in far greater wall effect with elimination of the entire green slope. A total of 1,516 trees are proposed to be felled due to the conflict with the CKLV Development. Besides, while the provision of community facilities and primary school are similar, preservation of heritage buildings is reduced to two items under current proposal. The elimination of the green backdrop with its function as green lung cannot be replaced, but there is no evaluation provided on how the elimination of so many trees on air quality in the over-developed district.</p> <p>(b) With about 343 trees proposed to be retained while the remaining 1,516 trees are to be felled but there is no assessment on the impact on air quality arising from the loss of tree.</p> <p>(c) Proposed elimination of a green backdrop for provision of public housing units which will significantly alter the view across the harbor and such loss would be not reversible.</p> <p>(d) There is no BHR proposed for the “G/IC” and “G/IC(1)” zones (under Items A2 and A3) which indicates that there are plans to incrementally increase the size of the GIC facilities and thereby further erode any of the remaining green view.</p> <p>(e) Concern about the unit size of the proposed residential development (i.e. Nano flats).</p> <p>(f) With an extraordinary amount of land for proposed new roads and road widening, out of proportion to the amount devoted to other uses.</p> <p>(g) The impact on ventilation has been airbrushed. The</p>	<p>“Undetermined” (“U”). On 20.8.2021, the application was rejected by the Board on review on the grounds, inter alia that the applicant failed to demonstrate the technical feasibility of the proposed development and that the proposed development would have no adverse impacts on the area as required under the “U” zone. The rejected application should not be adopted as a reference for comparison.</p> <p>CKLV is elongated in shape with existing platforms varying from 4mPD to 10mPD. Cut slopes are inevitably required to form building platforms for public housing and the proposed JUC, and the proposed new road. Taking the existing topography and available space for construction into consideration, the current designs for the above works are considered to be optimal to comply with relevant design and safety standards. The area reserved, keeping the earthworks involved and the numbers of trees to be felled to a minimum. Upon development of CKLV, this part of the area could be considered as an extension of urban residential area. The landscape character of the existing miscellaneous urban fringe landscape character area would therefore be altered and would inevitably impose moderate landscape impact due to the change of land use, land form, provision of public housing development/GIC facilities/new road, and the scale and type of vegetation covered of the site. As for the ex-CKLKMS Phase 2 Development (Item B1), there is no generally change on the scope and extent of the formation of platform area for the housing site arising from the proposal for high-rise housing development.</p> <p>Preliminary Landscape Impact Assessment was conducted under the FS to assess the potential landscape impact for the proposed CKLV Development. According to the preliminary LIA, no registered Old and Valuable Tree was recorded. Among the 1,859 surveyed trees which are of common species, about 343 trees are proposed to be retained while the remaining 1,516 trees are to be felled due to the direct conflicts with the CKLV Development. Among the 14 trees of particular interests (TPIs), with diameter of breast height over 1m are <i>Ficus microcarpa</i> (細葉榕) which is a commonly found species in Hong Kong, 3 are to be retained in-situ and 11 to be removed due to the</p>
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	<p>inclusion of an ‘urban window’ is merely a very limited corridor of ventilation.</p> <p>(h) There is concern on the traffic conditions. While parking facilities will be provided at the public housing estates to serve the residents, the problem is large number of large vehicles that park on local streets which has not been addressed.</p> <p>(i) There is no justification to rezone Item B2 from “GB” when there is a large site already set aside for a school use.</p> <p>(j) Plans to demolish all but two of the heritage/cultural buildings would effectively remove a chunk of Hong Kong history. The idea that showing a few prints and images would compensate the loss is an indication of how far out of touch government departments are with regard to the sentiments of the community. Clearly no lessons have been learned from the destruction of Nga Tsin Wai Tsuen. For a city the claims tourism as one of its main industries, the proposal to merely show a few prints and images fails to protect and preserve unique features is short sighted</p> <p>(k) The increase in population with new residential developments calls for an urgent need for provision of large park like those enjoy by all other districts on the harbourfront.</p> <p>Note: R183 also provides views/express concerns on the proposed VTC new campus and the design of the reprovisioned LPG filling station at Wai Lok Street that are outside the K15 Planning Area and are not relevant to any amendment item.</p>	<p>significant level difference between the existing level and proposed site formation level, direct conflict with building structures, poor condition of TPIs on steep slope which the transplantation is considered not technically feasible and grew and intruded towards the nearby existing squatter structures would unavoidably be damaged during clearance of squatter structures.</p> <p>To alleviate the potential landscape impact, compensatory planting with not less than 560 new trees in different sizes with diversified species are recommended to be planted as far as practicable. Together with about 14,000 shrubs, about 3,100 climbers and about 34,000 groundcovers are proposed as the landscape treatment on the modified steep slopes. To further enhance the overall landscape quality, measures including improving vegetation diversity of native species mix, enhancement of ecological value, maximisation of soft landscape opportunities, and provision of quality landscaped area (such as the public realm outside the Law Mansion and the buffer area adjacent to Tin Hau Temple (CKL)) are recommended. With a view to maximising the scope of tree planting, a continuous search for potential areas for off-site planting, in consultation with relevant departments, would be conducted in the detailed design stage of the CKLV Development Project. A Tree Preservation and Removal Proposal including compensatory planting proposals and sensitivity analysis for the affected TPIs will be prepared by the CEDD in the detailed design stage, to finalise tree treatment and allocate compensatory planting areas in accordance with DEVB Technical Circular (Works) No. 4/2020 on Tree Preservation and latest Guidelines for Tree Risk Assessment and Management Arrangement. DEP has no adverse comment on the rezoning amendments from the environmental planning perspective including air quality aspect.</p> <p>Within the housing sites, landscape treatments (including podium gardens, buffer plantings and vertical greening/climbers) will be provided for the public housing development in CKLV and relevant requirements on site coverage of greenery as set out under the SBDG would be duly followed in the detailed design as appropriate.</p>
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(d) Response (a) to **R153** is relevant. In gist, no BHR is imposed to allow flexibility for changes/increase in GIC facilities uses to meet community/district needs for achieving optimisation of land use.

(e) For proposed public housing development in CKLV, a variety of small, medium and large units will be considered to meet various household needs. Based on the notional scheme, the average and minimum flat sizes are about 50m² and 300 square feet respectively.

For the proposed public housing development at ex-CKLKMS Phase 2 would adopt the Model Client Brief and Modular Flat Design According to the notional scheme, an average flat size of 45m² is assumed. In line with the “Functional and Cost Effective” design principle, the layout, size and dimension of the modular flats address residents’ need for flexible use of their living space. As an established policy standard, each tenant is assigned with not less than 7m² of Internal Floor Area (IFA). Different flat types are proposed for Ex-CKLKMS development to cater for families of different household sizes and the flexibility of building layout in maximizing the site potential. A range of approximate IFAs in response to site context of Ex-CKLKMS for respective standard flats types are proposed as follows for general reference :

Type A (1-Person/ 2-person) : 14.1m² to 14.5m²

Type B (2-Person/ 3-person) : 21.4m² to 22m²

Type C (3-person/ 4-Person) : 30.2m² to 31m²

Type D (4-Person/ 5-Person) : 35m² to 36.1m²

(f) The proposed new road connecting ex-CKLKMS and CKL Road and the road widening/ realignment works at Fan Wah Street and Wing Fuk Street (Item A4) are considered to be necessary from traffic management point of view. They are designed to comply with relevant road safety standards with the areas reserved for construction kept to a minimum.

		<p>(g) Response (c) to R155 is relevant. An urban window is a permeable void incorporated in a building block to facilitate wind penetration and maintain the identified wind corridor, which is a common and acceptable practice in the building design. With incorporation of relevant good design features (building separation of not less than 15m and the urban window (20m(W) and 45m(H)), the AVA-EE as conducted under the FS concluded that it is sufficient to maintain the wind corridor in northeast-southwest (NE-SW) direction in the notional building layout design. Such design requirements are stipulated in the ES to provide guidance on the detailed design. Indeed, to facilitate a continuous air penetration to inland area along the same wind corridor running in NE-SW direction, a 20m non-building area requirement for the private residential development in ex-CKKMS Phase 1 has been also specified in the ES.</p> <p>(h) Responses (c) to R153 and (e) to R167 on traffic and L/UL issues are relevant.</p> <p>(i) Response (e) to R153 is relevant.</p> <p>(j) Response (g) to R156 is relevant. Also, two-stage Heritage Impact Assessments (HIAs) will be carried out to formulate suitable heritage conservation measures in the detailed design stage and will be submitted to AMO and AAB for endorsement.</p> <p>Apart from the two graded historic buildings, there is no item pending grading assessment by AAB within CKLV and ex-CKLKMS Phase 2 development boundary. As advised by AMO, there are some buildings eye-witnessed the socio-economic development of CKLV, for instance, the remaining building of Porcelain Factory, ex-Four Hill School, office of CKL Villagers Fraternity Association and the 212 CKLV (the Tsang Mansion) (Plan H-3b of TPB Paper No. 10853). These buildings have group value with the two graded historic buildings. While they would be affected by the proposed CKLV Development, with reference to the findings of the HIAs in the detailed design stage, consideration could be given to full recording of the buildings, conserving heritage fabrics/character defining elements of</p>
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		<p>these buildings for possible display at the housing site, and to provide interpretation information of these buildings together with the other graded buildings. The AMO has no adverse comment on the cultural heritage appraisal prepared under the FS.</p> <p>(k) In K15 Planning Area, there would be a surplus in LOS of about 15.7ha but a shortfall in district open space of about 3ha (Annex XII of TPB Paper No. 10853). District open space is intended to serve the district population and there will be a surplus in existing and planned district open space of about 24ha in the Kwun Tong District as a whole. There are several large public open space projects in the area under different development stages, including the landscaped deck above Kwun Tong Sewage Pumping Station (the Deck Park) (of 1.1ha), the planned CKL CKL PWP (of 4.5ha) and public open space (of 1 ha) under the VTC New Campus development and the Sai Tso Wan Park (under planning) (Plan H-11 of TPB Paper No. 10853).</p>
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(2) The five comments on representations were submitted by some of the representers themselves (**R1, R181** and **R183**) and by individuals.

Comment No. (TPB/R/S/K15/26-)	Related Presentations(s)	Gist of Comments	Responses to Comments
C1 (Hong Kong Housing Society) (also R1)	Provide responses to R1 to R107, R115 to R118, R122 to R131, R149, R153, R155, R167, R169, R173, R175 and R181 to R183	<p>(a) The proposed housing development (Items A1 to A6) can provide about 4,500 public housing units supported with commercial and social welfare facilities.</p> <p>(b) The proposed CKLV development is considered not incompatible with the existing and planned developments in the surrounding areas without overstraining the capacity of the planned engineering/traffic infrastructures, nor cause any unacceptable visual and air ventilation impacts.</p> <p>(c) A variety of small, medium and large units will be considered for the CKLV development to meet various household needs.</p> <p>(d) Parking facilities ancillary to CKLV development would be provided as per the requirements of the recently promulgated standards under the HKPSG to meet the demand arising from the proposed public housing development.</p> <p>(e) Social welfare facilities with floor area not less than 5% of the proposed domestic GFA will be provided in the podium floors of the public housing site.</p> <p>(f) Retail and shopping facilities, including wet market and kindergarten, will be considered to be provided in the proposed CKLV development.</p> <p>(g) To alleviate the potential landscape impact, compensatory planting with new trees in different sizes with diversified species are recommended to be planted as far as practicable.</p> <p>(h) Landscape features will be explored to be provided in the proposed development as far as possible to create a quality living</p>	The supportive views are noted.

		<p>environment.</p> <p>(i) The Grade 3 building, the Law Mansion, within the CKLV development will be preserved in-situ and revitalized for public enjoyment.</p> <p>(j) Subject to the Government's advice at the detailed design stage, HKHS will liaise with the Government on the feasibility of providing necessary connections of CKLV site to link with the future possible at-grade or graded-separated crossing to the public open space at the waterfront promenade.</p>	
<p>C2</p> <p>(Designing Hong Kong) (also R181)</p>	Support R182	<p>(a) Better connection and integration between housing developments and waterfront should be considered. The housing and commercial activities can enhance the enjoyment of the public space along the Victoria Harbour while the waterfront can work as the open space and recreational space for the residents.</p> <p>(b) While pedestrian crossing is not the only option that can brief the residents to the waterfront, a deck design should be considered to ensure road safety while increasing public space for restaurants, sitting-out area, observation deck, etc for public enjoyment.</p>	(a) – (b) Responses (a) to (d) to R181 are relevant.
<p>C3</p> <p>(Individual)</p>	Support R83	More community facilities (namely wet market, shop and services etc.) should be provided at the proposed public housing developments.	Responses (a) to R89 and (b) to R153 are relevant.
<p>C4</p> <p>(Individual) (also R183)</p>	No provided	<p>(a) Support the demand of local residents that the site should be used to provide much needed community facilities.</p> <p>(b) GIC facilities should be provided on sites that are convenient to residents.</p> <p>(c) Considered the BH of the proposed public housing developments should respect the stepping height profile near waterfront area.</p>	<p>(a) Response (a) to R89 and (b) to R153 is relevant.</p> <p>(b) Response (e)(i) to R175 is relevant. The proposed JUC at Item A2 Site is situated at a central location in the midst of existing and planned residential developments to serve the neighbouring community and</p>

			additional population brought by the future development. (c) Response (b) to R5 and R6 is relevant.
C5 (Individual)	No provided	(a) opposes to the proposed school with traffic capacity concern.	(a) Response (e) to R153 is relevant.

**Summary of Representations and Comments and the Planning Department's (PlanD's) Responses
in respect of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/26**

(1) The Grounds and Views of the representers (TPB/R/S/K15/26-R7 to R153, R169 and R174) as well as responses from relevant B/Ds are summarised below:

Grounds and Views of Representations		PlanD's Response in Consultation with Government Bureaux/Departments Concerned
(Part I) Representations (R7 to R151) supporting Items A2 and A4 and providing views and express concerns on Items A2 and A4		
R7 to R151	<u>Support Items A2 and A4 with the following grounds</u>	
(R7 and R8 Estate Owners' Committees of Laguna City (LC) (Phases 1,2,3 and 4)	(a) It is acknowledged that the proposed joint-user government complex (JUC) will be developed under 'Single Site, Multiple Use' ('SSMU') principle for provision of sports centre, facilities by the Department of Health, social welfare facilities and a public transport interchange (PTI).	(a) and (b) Supportive views are noted.
R9 to R151 (Individuals submitted in one template format)	(b) The proposed vehicular connection road (Item A4) linking Ko Ling Road and Cha Kwo Ling (CKL) Road will relieve the traffic impact on Sin Road Road, CKL Road and Wai Wip Street.	(c) (i) In consulting Kwun Tong District Council (KTDC) on 6.7.2021, there were requests from provision of library and PVP to serve the community. Despite the provision of library is adequate to meet the demand of the planned population in the Area as per the Hong Kong Planning Standards and Guidelines (HKPSG), the Leisure and Cultural Services Department (LCSD) will closely monitor the infrastructure development of the community, population change and actively study the feasibility to enhance library services in the CKL area by providing such facilities in the proposed JUC. When planning leisure facilities, LCSD will not only take into account requirement of HKPSG, but also other factors including current provision in the administrative district, the utilization of existing facilities, geographical location, demographic characteristics, land availability and technical feasibility, etc.
	<u>Provide Comments/Proposals on Item A2</u>	
	(c) It is expected the JUC to provide a public library and a public vehicle parks (PVP) to meet the needs of Laguna City residents.	(ii) Following the 'SSMU' principle to provide PVP in suitable GIC facilities, the Transport Department (TD) will actively explore the feasibility of a PVP at the proposed JUC at a later stage, in collaboration with the future project proponent of the proposed JUC, in response to request from the KTDC and the locals.
	(d) Building height (BH) of the "Government, Institution or Community" ("G/IC") zone for JUC (Item A2) should not higher than the buildings of Laguna City so as to match with the ridgeline of harbourfront. The Government should work carefully on the environmental assessment during the designed stage of the JUC so that it may not generate adverse effect of sound and odour nuisance to the neighboring residents. (R8, R9, R32, R46,	(d) To address the needs arising from the additional population brought by the future developments and the district demand, the proposed JUC will be developed under the "SSMU" principle for providing a sports centre, facilities of the Department of Health, social welfare facilities and a PTI. The actual provision of GIC uses will be formulated at the design stage. To allow flexibility and for changes/increase in GIC uses to meet community/district need to achieve

<p>R120, and R137 to R141)</p> <p>(e) BH of the proposed JUC should not exceed 50m to avoid any adverse impact on air ventilation aspect. There is no need to provide library in view of the wider use of electronic reading platform nor PVP which would address the requests of limited Laguna City residents only. (R153) There is a suggestion to limit the proposed JUC with BH not exceed in 60m. (R141)</p> <p>(f) Suggested uses at the proposed JUC include (i) indoor sports facilities; (ii) wet market; (iii) facilities for the elderly; (iv) Chinese medicine clinic; (v) PVP with electric vehicle (EV) charging facilities; and a PVP with 3,000 parking spaces. (R33, R73, R92, R101, R107, R120)</p> <p>(g) BH of JUC should not be excessive to cause air ventilation and visual impacts. Basement option should be explored to minimise the BH. (R120)</p> <p>(h) Exhaust vent of ventilation system of the proposed JUC should not be facing Laguna City and noise impact should be minimized. (R141)</p> <p>(i) Elevated pedestrian walkway leading to the JUC. (R33)</p> <p><u>Provide Comment/Proposal on Item A4</u></p> <p>(j) The commencement of the proposed new road should be expedited.</p> <p>(k) Provision of noise barrier along the section near Laguna City (Phases 1, 4 and Phase 3) to mitigate potential impact of the proposed new road. (R107 only).</p>	<p>optimisation of land use, no BHR is imposed for the “G/IC” zone. The project proponent would have to conduct relevant assessments to confirm their feasibility at the detailed design stage and consult relevant stakeholders, as and when appropriate.</p> <p>The Preliminary Environmental Review (PER) conducted under the Feasibility Study (FS) conducted by the Civil Engineering and Development Department (CEDD) demonstrated that the Cha Kwo Ling Village (CKLV) developments will not have insurmountable environmental impacts. It is unlikely that the currently proposed GIC facilities would generate adverse noise impact and odour nuisance. At the detailed design stage, the project proponent of the proposed JUC shall consult the Environmental Protection Department (EPD) and conduct further PER to determine in details the necessary environmental mitigation measures for implementation, if required.</p> <p>(e) Responses to (c) and (d) above are relevant.</p> <p>(f) Responses for individual proposed uses as follows:</p> <p>(i) A sports centre is planned at the JUC.</p> <p>(ii) Retail and shopping facilities, including wet market and kindergarten, will be considered in the proposed public housing development in CKLV under the detail design stage to serve the residents and people in the developments nearby.</p> <p>(iii) While actual provision of social welfare facilities will be subject to advice from concerned government departments at the detailed planning and design stage, and the suggestion would be conveyed to relevant departments for consideration. Apart from social welfare facilities for children and persons with rehabilitation needs, the following elderly facilities will be provided at the two proposed public housing developments:</p> <p><u>CKLV:</u></p> <ul style="list-style-type: none"> - 250-place Residential Care Home for the Elderly (RCHE) cum 30-place Day Care Unit (DCU); - 60-place Day Care Centre for the Elderly (DE); and - One Neighbourhood Elderly Centre
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	<p>(l) Temporary construction traffic should not enter Laguna City during the construction stage. (R107)</p> <p>(m) Please allow safe and sufficient walking path along the proposed new road. (R87)</p> <p>Note: R23 and R80 also provides views/express concerns on the proposed VTC new campus that is outside the K15 Planning Area (the Area) and is not relevant to any amendment item.</p>	<p><u>Ex-CKLKMS Phase 2:</u></p> <ul style="list-style-type: none"> - 150-place RCHE cum 30-place DCU; and - 100-place RCHE. <p>(iv) The suggestion would be conveyed to the future project proponent and relevant bureau/departments (B/Ds) for consideration in the detailed planning and design stage of the proposed JUC.</p> <p>(v) Response (c)(ii) above on provision of PVP is relevant. To cater for future increase in the number of EVs, all car parking spaces of new developments should be EV charging enabling as required in Technical Guidelines for EV Charging-enabling for Car Parks of New Building Developments published by EPD.</p> <p>(g) Response (d) above is relevant. The suggestion to adopt basement option would be conveyed to the future project proponent and relevant B/Ds for consideration in the detailed planning and design stage of the proposed JUC.</p> <p>(h) Response (d) (second part) is relevant. The suggestion would be conveyed to the future project proponent and relevant B/Ds for consideration in the detailed planning and design stage of the proposed JUC.</p> <p>(i) A new pedestrian footbridge and lift is proposed to connect the proposed new road (Item A4) of CKLV to the proposed JUC to enhance the connectivity between the proposed CKLV Development and the ex-CKLKMS Development, and also the accessibility to the JUC.</p> <p>(j) The proposed new road is planned for completion in 2029/30 in tandem with population intake in the two proposed public housing developments.</p> <p>(k) The PER was undertaken under the FS to identify and assess the potential noise impact during both the construction and operation stages. The noise impact assessment of the PER finds that the noise contribution from this new road onto the existing and planned noise sensitive receivers, including Laguna City, will not be significant. As a result, no noise barrier is required along the proposed new road for noise mitigation purpose.</p> <p>(l) Based on the results of the Preliminary Traffic and Transport Impact Assessment (PTTIA) conducted under the FS, the construction traffic due to the two</p>
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		<p>developments would not be significant and would not create adverse traffic impacts on the existing road network/ junctions. A Transport Impact Assessment would be conducted under the detailed design stage of the CKLV Development Project and preliminary temporary traffic management scheme (TTMS) for the construction of the road works would be developed. Prior to the commencement of the road works, the contractor is required to submit detailed TTMS and conduct on-site trial runs as necessary to obtain approvals from relevant B/Ds under established practice in order to minimize the traffic impact during construction.</p> <p>(m) Footpaths would be provided along both sides of the proposed new road in accordance with relevant design requirements.</p>
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(Part II) Representations (R7 to R153, R169 and R174) providing general views and express concerns

Index	Views/Proposals of Representations (See table attached for the index)	PlanD's Response in Consultation with Government Bureaux/Departments Concerned
A. Views/Proposals in relation to Items A1 and B1 for the Proposed Public Housing Developments in CKLV and ex-CKLKMS Phase 2		
A1	<p><u>Air Ventilation Aspect</u></p> <p>BH, orientations, geographical characteristics, etc. at the two site developments, create an adverse impact on Laguna City's ventilation. It is suggest to widen the building gaps and to carefully plan about the building orientation, to reduce the impact. (R9 to R27, R35, R36, R39, R42, R62 to R74, R115 to R118, R153 and R169)</p>	<p>An Air Ventilation Assessment in form of Expert Evaluation (AVA-EE) has been conducted to assess the cumulative impacts of the proposed developments. As revealed in the AVA-EE, the annual prevailing winds of the area are mainly from the northeast quadrant, while the summer prevailing winds are from the southeast and southwest (Plan H-13 of TPB Paper No. 10853). The disposition of the residential buildings under the notional scheme for CKLV has generally avoided encroaching into the prevailing wind corridors, except the northernmost block that an urban window (20m(W) and 45m(H) (about)) at lower floors is proposed to facilitate the air flow in northeast-southwest (NE-SW) direction. Relevant good design features (e.g. building separation of not less than 15m and the urban window) are stipulated in the Explanatory Statement (ES) to provide guidance on the detailed design. As for the proposed ex-CKLKMS Phase 2 Development, mitigation measures such as a minimum width of 15m building separation and podium garden will be incorporated to facilitate air flow. Based on the AVA-EE prepared under the FS, further quantitative analysis would be conducted to optimise the notional scheme for further enhancement in the detailed design stage.</p>

		<p>According to the AVA-EE, incorporation of relevant design measures would be sufficient to maintain the wind corridors and it is unlikely that the two proposed developments would have any insurmountable adverse air ventilation impact effects to the surroundings. Chief Town Planner/Urban Design & Landscape, Planning Department (CTP/UD&L, PlanD), has no adverse comment on the amendments from air ventilation perspective.</p>
A2	<p><u>Visual and Landscape Impacts</u></p> <p>BHs of 110mPD/130mPD and 135mPD/140mPD for “R(8)” and “R(A)9” zones are proposed which are higher than existing BH of Laguna City (i.e. 80mPD to 92mPD). Visual obstruction is severe to Phases II and III of Laguna City. It is suggest to widen the building gaps and massively increase greening, to impact visual effects. (R9 to R31, R37, R38, R41 to R43, R45, R75 to R81, R93, R122 to R125, R153, R169 and R174)</p>	<p>Development proposals for the two proposed public housing developments have struck a balance between optimising scarce land resource in providing more public housing units in urban area while ensuring their compatibility with the overall development intensity and BHs in Kowloon East (KE) area (with maximum BH of 120mPD) near the waterfront. The CKLV is situated on a relatively flat terrain facing the harbour and the ex-CKLKMS Phase 2 Development set on varied platforms at about +32mPD. In a wider context, Laguna City (80mPD to 92mPD) is located to the north, Sceneway Garden (124mPD to 153mPD) is to the further northeast across Sai Tso Wan Recreation Ground, and the planned Yau Tong Bay “CDA” site (maximum BH of 120mPD) is to the further southeast. As illustrated in the photomontages conducted in the Visual Impact Assessment (VIA) under the FS (Plans H-10a and 10b of TPB Paper no. 10853), although the visual character of this part of the harbourfront area will be changed, the proposed developments could be seen as an extension of residential townscape and not incompatible with the surrounding context. CTP/UD&L, PlanD considers that the proposed maximum BHs of 110mPD/130mPD at the CKLV Development together with the proposed ex-CKLKMS Phase 2 Development (with BHs of 135mPD/140mPD) could form a stepped BH profile descending from inland to the waterfront. Appropriate mitigation measures such as building separation and provision of greening/landscape treatment will be incorporated to minimize the visual impact. As a whole, CTP/UD&L, PlanD the Chief Architect/Central Management Division 2, Architectural Services Department have no adverse comment on the proposed developments from urban design and visual point of view.</p> <p>On landscape aspects, within the housing sites, landscape treatments (including podium gardens, buffer plantings, vertical greening/climbers) are proposed and relevant requirements on site coverage of greenery as set out under the Sustainable Building and Design Guidelines (SBDG) would be duly followed in the detailed design of the two proposed public housing developments. Besides, architectural details including colour, façade and design of the proposed public housing developments will be explored at the detailed design stage to further alleviate visual impact on the surroundings. For other landscape mitigation measures under the CKLV Development Project by</p>

		CEDD, response to A8 below is also relevant.
A3	<p><u>Retail Services</u></p> <p>It is suggested to provide a wet market, supermarket, food and beverage services at the development sites to meet the residents' needs, and therefore to reduce the impact on Laguna City. (R9 to R23, R31, R33, R38, R40, R82 to R92, R128 to R131, R152, R153 and R169)</p>	<p>A maximum non-domestic GFA of 30,300m² for providing commercial facilities (equivalent to PR of 1.0 with due regard to the waterfront location of the CKLV site) are proposed for the proposed public housing development in CKLV. Retail and shopping facilities, including wet market and kindergarten, will be considered in the proposed CKLV development at the detailed design stage, serving the residents and people in the developments nearby. The types of retail services to be provided will be subject to detail design and management stages.</p> <p>As for the proposed public housing development in ex-CKLKMS Phase 2, when planning for retail facilities in public housing projects, the Hong Kong Housing Authority (HA) will take into account factors such as the scale of the project under planning, the availability of shopping centres and retail facilities in the vicinity, the operational and financial viability and suitability of such facilities etc. Under limited resources, HA has to strike a balance in provision of different facilities as demanded by residents, including retail, car parking, welfare facilities etc. In considering whether to provide market facilities in public housing projects, HA's current practice is to provide a supermarket with wet goods portion or shops selling fresh supplies in new projects with smaller scale. In view of the smaller scale of the ex-CKLKMS Phase 2 development project and the existing retail provision in the vicinity, some shops of the project will be designated for operating as 'Fresh and Frozen Food Provision', 'Convenience Store', 'Catering Business' etc, according to the latest preliminary planning, in order to address the basic need of future residents.</p>
A4	Lower the site formation level of ex-CKLKMS so as to reduce the 'wall impact' onto Laguna City and Koko Hills. (R73)	Response given in A2 above is relevant.
A5	Ex-CKLKMS Phase 2 development should be lowered to avoid adverse air ventilation impacts. (R73) There is a proposal to lower the BHRs for CKLV and ex-CKLKMS Phase 2 developments to that imposed in ex-CKLKMS Phase 1 (i.e. 90mPD/110mPD). (R146)	<p>Response given in A1 above is relevant.</p> <p>The BHs as imposed have strived to optimize the scarce land resources for providing more public housing units in urban area while ensuring that all prevailing Statutory Ordinances/Regulations and design guidelines are followed. Proposal to lower BHs for the proposed developments would fail to optimise the development potential of urban land resources given that planning and infrastructure permit for the set BHRs.</p>

A6	Construction of small-sized flat units with lower price which would be affordable by the young population. (R149)	<p>For proposed public housing development in CKLV, a variety of small, medium and large units will be considered to meet various household needs. Based on the notional schemes, the average and minimum flat sizes are about 50m² and 300 square feet respectively.</p> <p>For the proposed public housing development at ex-CKLKMS Phase 2 would adopt the Model Client Brief and Modular Flat Design According to the notional scheme, an average flat size of 45m² is assumed. In line with the “Functional and Cost Effective” design principle, the layout, size and dimension of the modular flats address residents’ need for flexible use of their living space. As an established policy standard, each tenant is assigned with not less than 7m² of Internal Floor Area (IFA). Different flat types are proposed for ex-CKLKMS development to cater for families of different household sizes and the flexibility of building layout in maximizing the site potential. A range of approximate IFAs in response to site context of ex-CKLKMS for respective standard flats types are proposed as follows for general reference :</p> <p>Type A (1-Person/ 2-person) : 14.1m² to 14.5m² Type B (2-Person/ 3-person) : 21.4m² to 22m² Type C (3-person/ 4-Person) : 30.2m² to 31m² Type D (4-Person/ 5-Person) : 35m² to 36.1m²</p>
A7	The prevailing winds in Hong Kong are mainly east or south-east winds. Tall buildings might generate adverse impacts on air ventilation causing health concerns to Lam Tin and Kwun Tong Residents. (R27 and R43)	Response to A1 above is relevant.
A8	<p><u>Increase Greening</u></p> <p>Green Belts are reduced due to the amendment Items A1, A2, A4 and B2. The project proponents should take a closer look at greening, landscape and tree management, in order to compensate the losses. (R7 to R30, R34 to R37, R40, R43, R44, R47 to R50, R98 to R101, R153 and R169)</p>	<p>To alleviate the potential landscape impact of the CKLV Development as a whole, compensatory planting with not less than 560 new trees in different sizes with diversified species are recommended to be planted as far as practicable. Together with about 14,000 shrubs, about 3,100 climbers and about 34,000 groundcovers are proposed as the landscape treatment on the modified steep slopes. To further enhance the overall landscape quality, measures including improving vegetation diversity of native species mix, enhancement of ecological value, maximisation of soft landscape opportunities, and provision of quality landscaped area (such as the public realm outside the Law Mansion and the buffer area adjacent to Tin Hau Temple (CKL)) are recommended. With a view to maximising the scope of tree planting, a continuous search for potential areas for off-site planting, in consultation with relevant departments, would be conducted in the detailed design stage of the CKLV Development Project. A Tree Preservation and Removal Proposal including compensatory</p>

		<p>planting proposals and sensitivity analysis for the affected TPIs will be prepared by the CEDD in the detailed design stage, to finalise tree treatment and allocate compensatory planting areas in accordance with DEVB Technical Circular (Works) No. 4/2020 in Tree Preservation and latest Guidelines for Tree Risk Assessment and Management Arrangement.</p> <p>Within the housing sites, landscape treatments (including podium gardens, buffer plantings and vertical greening/climbers) are proposed and relevant requirements on site coverage of greenery as set out under the SBDG would be duly followed in the detailed design of the two proposed public housing developments. Besides, architectural details including colour, façade and design of the proposed public housing developments will be explored at the detailed design stage to further alleviate visual impact on the surroundings.</p>
B. Views in relation to the CKL Public Waterfront Promenade (PWP)		
B1	<p><u>Connecting CKL Waterfront</u></p> <p>It is expected the project proponents of the two developments, to communicate better with CKL PWP project proponents, to improve interfacing design among waterfront sites. It is utmost important to consider accessibility and permeability among the sites, the community and the PWP. (R9 to R26, R28 to R34, R39, R41, R46, R51 to R61, R102 to R107, R153 and R169)</p>	<p>(i) In formulating the development proposal for CKLV Development, effort has been made for enhancing the vibrancy for this part of harbourfront area. For instance, retail and F&B uses at ground/podium levels surrounding the Law Mansion (an in-situ preserved Grade 3 building for adaptive use where visual corridor viewing towards the harbour of not less than 20m to be reserved), as well as the frontages facing the waterfront area would be provided for enhancing vibrancy of public realm in the harbourfront area. Any interfacing arrangements between the CKLV public housing development and the Vocational Training Council (VTC) campus and the adjoining PWP will be explored further in the detailed design stage when formulating the design of the two projects to achieve better integration and vibrancy of the area as a whole.</p> <p>(ii) There are three existing at-grade pedestrian crossings across concerned section of CKL Road. It was assessed under the FS that indicated after the completion of the proposed developments with anticipated pedestrian growth, these at-grade crossings with minor modifications would operate at satisfactory condition from traffic point of view. Notwithstanding the above, in response to the concerns on pedestrian connectivity between the CKLV and the waterfront in longer run as raised by the Members of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the Harbourfront Commission (the Task Force of the HC) in the meeting on 2.9.2021, CEDD would work with the Hong Kong Housing Society (HKHS) and relevant B/Ds to explore further on the connection arrangement in the detailed design stage..</p>

		(iii) Within the proposed CKLV public housing development, HKHS will further explore opportunities to improve the pedestrian walking experience along CKL Road during the detailed design stage, e.g., provision of canopy, to improve the overall pedestrian environments to and from CKLV.
B2	<p><u>Priority to construct CKL Promenade</u></p> <p>Open spaces are lost due to the Amendment Items A4, A5, A6 and B1. It is noted that CKL Promenade outside of this OZP boundary, is the nearest Open Space. The government has set valuable examples with an ‘incremental approach’ to develop the Victoria Harbour promenade by releasing harbourfront sites sooner. Since 2008 when CKL public cargo working areas near Laguna City were decommissioned, it had been 14 years and the Government has still failed to open the waterfront site for the public enjoyment. Laguna City, and the two site developments, are all among the waterfront communities. Soonest completion of CKL Promenade to compensate the loss of Open Spaces is expected. (R7 to R22, R24 to R26, R28 to R34, R39, R41, R45, R51 to R61, R108 to R113, R153 and R169)</p>	<p>The planned CKL PWP is one of the harbourfront enhancement projects under the \$6.5 billion dedicated funding. While the CKL PWP will be taken forward together with the adjacent campus project of the VTC, the waterfront area near the Kwun Tong Sewage Pumping Station will be beautified for early opening to public in 2023 under the “incremental approach”, with a view to form a continuous promenade from CKL to Kwun Tong Promenade. While the main construction of the VTC new campus and adjoining PWP is targeted for completion by 2030; the Education Bureau (EDB) and the VTC would continue to work closely with the relevant B/Ds to further explore advancing the opening of the planned CKL PWP by phases for public enjoyment.</p>
B3	<p>The people in KE are longing for the extension of Kwun Tong Waterfront Promenade to CKL, Yau and Lei Yue Mun waterfront areas for public enjoyment. Pedestrian connectivity between CKL waterfront and the inland area across Wai Yip Street should be improved. (R60)</p>	<p>Various projects (by other B/Ds) are under planning/construction along the waterfront in the area namely, the PWP associated with the Kwun Tong Action Area, the setback along the waterfront from the boundary of Kwun Tong Preliminary Treatment Plant and pedestrian walkway across Tsui Ping River (Plan H-11 of TPB Paper No. 10853). It is expected that with completion of the above mentioned projects, the connectivity with the Kwun Tong Waterfront Promenade would be improved.</p> <p>Responses given in (ii) of B1 and B2 above are also relevant.</p>

B4	To construction a footbridge for connecting Kwun Tong Waterfront Promenade with Yau Tong area across Tsui Ping River estuary and Kwun Tong Tsai Wan (i.e. Yau Tong Bay) (R33)	Responses given in (ii) and (iii) of B1, B2 and B3 above are relevant. CEDD would work with HKHS and relevant B/Ds to explore further on the connection arrangement in the detailed design stage to enhance pedestrian connectivity between the CKLV and the waterfront across CKL Road where continuous pedestrian connection to Yau Tong MTR Station would be available via existing CKL Road (southern side) and the planned PWP.
B5	Provision of cycling track facilities. (R57 and R58)	The comments to will be conveyed to relevant B/Ds for consideration.
B6	A footbridge with ramp connecting Laguna City to the PWO across CKL Road is expected. There is a request for earlier commencement of the CLK PWP. (R61)	Responses given in (ii) of B1 and B2 above are relevant.
B7	To construct open space and PWP in the waterfront area facing CKLV with connection with Kwun Tong Waterfront Promenade across sewage treatment plant and Kwun Tong ferry pier. (R81 and R107)	Responses given in B2 and B3 above are relevant.
C. Views in relation to Amendment Item B2		
C1	<p><u>Scale and Site Selection of New School</u></p> <p>A new school will be built in the ex-CKLKM Phase 2 Development. It is now proposed to enlarge the scale of the new school. As the population of children of HK is now decreasing and leading to the inadequate students for some secondary and primary school, some schools even closed under such circumstances. In this connection, is it necessary to build new school and enlarge school size. If the government has the rationale to build a new school, should they consider the school location should not too close to the resident area (Laguna City Phase 3), or consider to look for another suitable location.</p>	<p>The “G/IC” site concerned has been reserved for a 30 classroom primary school as required by EDB since 2014. It is accessible to both the nearby existing and planned housing developments. During the course of FS, EDB reaffirms the need to reserve this site for primary school development. The reserved school site is with an area of about 8,900m² on previous OZP. When proceeding with the detailed design, it was identified that the northern and north-eastern portions of the site are non-buildable areas such as slopes or retaining walls foundations (Plan H-13 of TPB Paper No. 10853). Under the FS, the proposed new road would encroach into the southern portion of the “G/IC” site concerned that would further reduce the buildable area. Item B2 is only a minor amendment to enlarge the reserved school site by extending its south-western boundary by about 1,300m² in order to achieve a buildable area of not less than 6,200m² (i.e. reference site area under HKPSG for a 30-classroom primary school). With an enlarged area, the “G/IC” site concerned is still for a 30-classroom primary school and its traffic impact has been reflected in the Preliminary Traffic and Transport Impact Assessment (PTTIA). The proposed vehicular run-in/out of the school is at the</p>

	(R8, R9, R32, R142 to R151)	<p>proposed road of CKLV Development, subject to detailed design, with due consideration given to road safety and traffic capacity.</p> <p>Notwithstanding the decline in projected school-age population, EDB advises that school allocation exercises in the future will accord priority to reprovisioning of schools or expansion of school premises, especially those schools which are far below the prevalent building standards, so as to improve the quality of school premises. EDB will continue monitoring the projected supply of and demand for public sector school places in the district, and will carefully consider all relevant factors to plan for school building project as needed.</p>
C2	There is a lack of transport facility and supporting facilities (e.g. F&B) to serve the planned school. (R142)	<p>The planned school site is accessible to both the nearby existing and planned housing developments. Various types of retail facilities would be provided in the two proposed housing developments. The school is well supported by the proposed new road (Item A4) as well.</p>
D. Other Views on District Matters		
D1	<p><u>Improve pedestrian connection to Eastern Harbour Crossing (EHC)</u></p> <p>To improve the pedestrian environment, the EKEO has launched an initiative to create a “walkable” Kowloon East. Many traffic and pedestrian improvement schemes in Kwun Tong were completed. We see the opportunity to expand the mission by improving and creating footpaths between Laguna City (and the entire CKL area) and EHC Bus Interchange to provide more choice for commuters. (R7 to R30, R34 to R37, R40, R43, R44, R46 to R50, R94 to R97, R153 and R169)</p>	<p>Generally speaking, the footpath along CKL Road connecting the proposed CKLV Development to the Yau Tong MTR Station and the EHC bus-bus Interchange is relatively flat. CEDD would work with HKHS, the implementation agent for the proposed public housing development in CKLV, and relevant B/Ds to explore further on the connection arrangement in the detailed design stage. Within the proposed CKLV public housing development, HKHS will further explore opportunities to improve the pedestrian walking experience along CKL Road during the detailed design stage, e.g., provision of canopy, to improve the overall pedestrian environments to and from CKLV.</p> <p>Regarding the view to provide more choice on public transport (PT) services to the commuters, with the implementation of PTI at the proposed JUC and with the existing PT facilities, the PT facilities in the area is considered to be sufficient to cater the anticipated passenger demand and transportation need arising from the new developments. TD will continue to closely monitor the change in passenger demand and development progress of various projects in the area, and review the PT services (inter alia cross-harbour bus services) to serve the proposed residential and GIC facilities near the population intake to suit the actual conditions and demand at that moment.</p>
D2	<p><u>Widening of CKL Road</u></p> <p>With the completion of Tseung Kwan O- Lam</p>	Based on new roads under construction (including the TKO-LTT, the Trunk Road T2 and the Central

	<p>Tin Tunnel (TKO-LTT), T2 Trunk Road and Central Kowloon Route, Lam Tin Interchange (next to the toll plaza of the EHC) soon will connect the traffic from West Kowloon, TKO and Island East. The only exist of Lam Ting Interchange to reach Kwun Tong Business Area is CKL Road Roundabout near Tin Hau Temple. Heavy traffic is inevitable at this spot. The new residents at the two high density development sites will create more traffic to the existing problem. Therefore, widening CKL Road at both CKL section and Yau Tong section will prevent future traffic problem. (R7 to R27, R35 to R36, R39, R42, R44, R45, R62 to R74, R93, R114, R146, R153 and R169)</p>	<p>Kowloon Route that would substantially divert traffic from the local road networks and thus effectively relieve traffic congestion in KE) and other road improvement works being planned, the PTTIA was conducted under the FS in which all planned and committed developments (including the new campus of VTC) in the vicinity has been taken into account. According to the PTTIA, CKL Road would operate within capacity with the proposed developments thus widening of CKL Road is considered not necessary from traffic point of view. Commissioner for Transport (C for T) has no comment on the PTTIA which confirmed that the two proposed public housing developments would not create adverse traffic impact on the existing road network/junctions (including CKL Road that widening is considered not necessary) for design years of 2031 and 2036 after implementation of road and junction improvement works being planned by CEDD.</p>
D3	<p><u>Influence of Density of New Residence</u></p> <p>The Government should consider the carefully impacts to the local traffic when the planning population is increased, especially there are only two escalators serving the Exit D1 of Lam Tin MTR station and there is no staircases for contingency use. In case of breakdown and maintenance of the escalator(s) in future, it will be much inconvenience to the residents who taking MTR. It is even worse when the planned housing population is increased. (R7 to R9, R32 and R132 to R136 and R146)</p>	<p>It is Government's established policy objective to provide barrier-free access and facilities for people in need (including persons with disabilities) with a view to enabling them to freely access premises and make use of community facilities and services on an equal basis with others, thereby facilitating them to live independently, participate in full in various social activities and integrate into the community.</p> <p>The PTTIA as conducted revealed that public transport (PT) services provided by the existing MTR system together with the PT facilities at the proposed PTI would be sufficient to accommodate the proposed developments. C for T has no adverse comments in this regard. Assessments on capacity and accessibility for the Exit D1 of Lam Tin MTR Station (the nearest one to CKLV) will be conducted in the coming Traffic Impact Assessment in the detailed design stage of CKLV Development, and any improvement proposal as identified will be conveyed to MTRCL for consideration.</p>
D4	<p><u>Lack of Accessible Path to Lam Tin Station</u></p> <p>As ageing problem in Laguna City's continues, the provision of obstacle-free access to Lam Tin Station is an urgent matter. We acknowledge</p>	<p>Further to Response given in D3 above, to enhance the connectivity and to overcome the level difference, a new pedestrian footbridge and lift is proposed at the proposed JUC for accessing Lam Tin MTR Station via the footpath alongside the proposed new road, Ko Ling Road and Sin Fat Road.</p>

	that social welfare facilities will be provided at both development sites in addition to the facilities by Department of Health, social welfare facilities and a PTI at Proposed JUC. Therefore, an opportunity to create accessible path to Lam Tin Station cannot be delayed to benefit seniors at Laguna City, as well as residents at the two developments, and the general public that these health and social welfare facilities are provided. (R7 to R32, R37 to R38, R41 to R43, R59, R75 to R81, R119 to R121, R146, R153 and R169)	The detailed design of public works including pedestrian enhancement facilities would be reviewed in the detailed design stage under the CKLV Development Project.
D5	<p><u>Lack of Parking Spaces</u></p> <p>The supply of parking spaces in Laguna City neighbourhood is way lower than the demand. It is acknowledged that the parking and L/UL facilities would be provided in accordance with the requirement under HKPSG. But the provision does not meet the needs in reality even following HKPSG. Therefore at the planning phase, it is proposed to the Government to provide additional parking spaces at the proposed JUC and in the nearby area, in order to prevent insufficient parking space problem in the communities of Laguna City (over 8,000 households), ex-CKLKMS Phase 1 (Koko Hills) (over 1,000 households), and the combined ex-CKLKMS Phase 2 and CKLV development (near 7,000 households). (R7 to R23, R31, R33, R38, R40, R44, R82 to R92, R126, R127, R153 and R169)</p>	<p>Parking facilities for the two proposed public housing developments would be provided as per the requirements of the recently promulgated standards under HKPSG to meet the demand arising from the proposed public housing development.</p> <p>There are requests from KTDC and the locals for provision of PVP. Following the ‘SSMU’ principle to provide PVP in suitable GIC facilities, TD will actively explore the feasibility of to provide a PVP at the proposed JUC at a later stage in collaboration with the future project proponent of the proposed JUC in response to request from the KTDC and the locals.</p> <p>Besides, there is a proposal to provide PVP at the Sai Tso Wan Park in accordance with the ‘SSMU’ principle is under planning. The planned park is currently occupied by the EMSD vehicle pound and is close to the ex-Sai Tso Wan Landfill Site. The feasibility of co-locating the PVP underneath the park is subject to technical assessments including landfill gas hazard. TD will closely monitor parking conditions in the area and will provide different measures to increase the parking provision, if needed, as and when appropriate.</p>
D6	Suggestions to construct (i) footbridge to improve the pedestrian connectivity from	(i) the existing high hill/slope and the future Lam Tin Interchange slip roads situating between the CKLV Development and EHC Toll Plaza and tunnel tubes hinder the construction of any

	CKLV to Yau Tong MTR station, (ii) covered walkway from CKLV to Lam Tin MTR Station, and (ii) new MTR exit with barrier free facilities leading to Laguna City. (R120)	<p>footbridge/subway system to directly connect the proposed developments with Yau Tong MTR Station. [para 5.3.4 (c) (part)]</p> <p>(ii) The detailed design of public works including pedestrian enhancement facilities would be reviewed in the detailed design stage under CKLV Development Project.</p> <p>(iii) Response given in D3 above is relevant.</p>
D7	Provision of new exits for Lam Tin MTR Station in the public housing developments. (R7 to R9, R32, R59, R92, R132 to R136)	The ex-Sai Tso Wan landfill site located between the ex-CKLKMS and the Lam Tin MTR Station (Plan H-11 of TPB Paper No. 10853) hinders the construction of any escalator/footbridge/subway system to directly connect the proposed developments with the Lam Tin MTR Station. Assessment on capacity and accessibility for Lam Tin MTR Station Exit D1 (the nearest one to CKLV) will be included in the coming TIA, and any improvement proposal will be conveyed to MTRCL for consideration.
D8	Provision of a direct access from Lam Tin MTR Station via the Government parking depot at Sai Tso Wan to ex-CKLKMS and CKLV. (R146)	Response given in D7 above is relevant.
D9	Address the traffic problems at Wai Yip Street and CKL Road. (R91 and R130)	Response given in D2 above is relevant. To meet the L/UL demand in the locality, roadside layby would be provided along the widened Fan Wah Street (Item A4). For the concern on illegal parking, appropriate enforcement action would be taken by concerned department. In order to maintain smooth traffic at section of CKL Road concerned, TD advises that traffic management measures such as provision of off-street L/UL bays and designation of no-stopping restriction zones, would be considered.
D10	Shuttle bus between industrial buildings in Kwun Tong and Lam Tin MTR Station would make use of the proposed new road, instead of passing through Laguna City. (R73)	The proposed new road (Item A4), designed in a 550m long single 2-lane carriageway (7.3m width) standard, would connect the ex-CKLKMS to CKL Road directly. It will improve the traffic capacity in the area, and allow the traffic from ex-CKLKMS to go directly to CKL Road bypassing the Laguna City (Plan H-7a of TPB Paper No. 10853) . According to the PTTIA, the proposed new road and Sin Fat Road and junctions thereat would still be operating within capacity with the proposed developments.

D11	Sufficient goods vehicle parking spaces should be reserved to address to demand from the seafood wholesalers currently operating in the private tenement buildings along CKL Road. (R87 and R146)	To meet the demand L/UL in the locality, roadside layby would be provided along the widened Fan Wah Street (Item A4).
D12	Provision of shuttle bus services between EHC Interchange and Laguna City to meet the demand for cross-habour public transport services. (R88)	<p>Due to the limited road and transport resources, TD encourages the public to choose the existing public transport services and make full use of the interchange arrangements in order to make good use of resources and improve operational efficiency of public transport services. At present, residents' demand for cross-harbour transport are served by a dedicated bus service (Route 621 on specific hours) and by MTR via minibuses (23B, 23C or 23M). TD will review the passenger demand accordingly and take this view into consideration when making detailed planning in the future.</p> <p>With the implementation of PTI at the proposed JUC and with the existing PT facilities, the PT facilities in the area is considered to be sufficient to cater the anticipated passenger demand and transportation need arising from the new developments. TD will continue to closely monitor the change in passenger demand and development progress of various projects in the area, and review the PT services (inter alia cross-harbour bus services) to serve the proposed residential and GIC facilities near the population intake to suit the actual conditions and demand at that moment.</p>
D13	Upgrade overloaded facilities in Lam Tin MTR Station with provision of barrier-free facilities. (R132, R134 and R146)	Response given in D3 (2 nd paragraph) above is relevant.
D14	Construction of pedestrian connection facilities, including escalators, covered walkways and footbridges to enhance walkability and divert pedestrian flow. (R33 and R101)	Responses to D8 above is relevant
D15	A mass transport mode/route to connect Yau Tong, Laguna City, Kwun Tong Business District, Kowloon Bay and Kai Tak with possible extension to Kwai Chung and Tsing Yi via West Kowloon and Nam Cheong stations. (R90)	The comment has been conveyed to relevant B/Ds for consideration. Response given in D12 (2 nd paragraph) is relevant.

D16	Provision of outdoor basketball court to compensate the loss in green belt. (R101)	When planning leisure facilities, LCSD will not only take into account requirement of HKPSG, but also other factors including overall provision in the territory, policy aim of sports development, utilization rate of existing facilities, change of population, local sentiment, land availability and technical feasibility, etc. LCSD would consider the proposal of provision of outdoor basketball courts under the CKL PWP and liaise with VTC/ EDB accordingly in the detailed design stage.
D17	Provision of a new seafood wholesale market and cooked food centre nearby to accommodate the existing seafood wholesale operators for improving traffic conditions and to create a new seafood market. (R33)	<p>Currently there are seven wholesale fish markets operated by the Fish Marketing Organization, providing efficient and orderly wholesale marketing services and facilities for marine fish to fishermen, fish wholesalers and buyers. Among these, the existing Kwun Tong wholesale fish market is located at Tung Yuen Street in Yau Tong. Considering there is an existing wholesale fish market near CKL, the Government has no plan to set up other wholesale fish market in CKL at this stage.</p> <p>On measure to improve the traffic problem associated with the operation of the seafood wholesale operators TD will keep in view of the traffic conditions and consider appropriate measures if necessary. To meet the demand L/UL in the locality, roadside layby would be provided along the widened Fan Wah Street (Item A4).</p>
D18	CKL and Sai Tso Wan are two of the four historical mountains in Kwun Tong. A hiking trail connecting CKL, STW tennis court and Rehab Path is proposed to promote the cultural heritage of the area and offer an outlet to improve physical and mental health. (R146)	The CKL area, Sai Tso Wan tennis court and the Rehab Path can be accessed via Sin Fat Road and its footpath.
D19	Consideration should be given to redevelop Kwun Tong Magistrates, Kwun Tong Government Offices and Yung Fung Shee Memorial Centre in long run. (R90)	There is no known redevelopment proposal for Kwun Tong Magistrates, Kwun Tong Government Offices and Yung Fung Shee Memorial Centre at this stage.
D20	Consideration should be given to provide more public facilities, PVP and open spaces in particular. (R127)	To address the needs for GIC facilities arising from the additional population brought by the future developments and the district demand, a JUC (Item A2) is proposed for providing a sports centre, facilities of the Department of Health, social welfare facilities, and a PTI under SSMU principle. Besides, social welfare services for children, elderlies and persons with rehabilitation needs with floor area not less than 5% of the proposed domestic GFAs of the respective public housing developments will be provided. The proposal to provide a library and a PVP at the JUC will be

		<p>actively explored by relevant departments.</p> <p>There are several large public open space projects in the area under different development stages, including the landscaped deck above Kwun Tong Sewage Pumping Station (the Deck Park) (of 1.1ha), the planned CKL PWP (of 4.5ha) and public open space under the VTC New Campus development (of 1 ha) and the Sai Tso Wan Park (under planning) (Plan H-11 of TPB Paper No. 10853).</p>
D21	With completion of new developments, it is anticipated that traffic congestion at Sin Fat Road would be deteriorated. (R130)	Further to response given in D2 above which is relevant, the PTTIA revealed that, with proposed junction improvements to be implemented by the CEDD, the Sin Fat Road and junctions thereat would still be operating within capacity upon the completion of the proposed developments.

(2) Major Grounds of Respective Representations

Representers	Major Grounds
R7	A1, A8, B2, D1, D2, D3, D4, D5, D7
R8	A1, A8, B2, C1, D1, D2, D3, D4, D5, D7
R9	A1, A2, A3, A8, B1, B2, C1, D1, D2, D3, D4, D5, D7
R10 to R22	A1, A2, A3, A8, B1, B2, D1, D2, D4, D5
R23	A1, A2, A3, A8, B1, D1, D2, D4, D5
R24 to R26	A1, A2, A8, B1, B2, D1, D2, D4
R27	A1, A2, A7, A8, D1, D2, D4
R28 to R30	A2, A8, B1, B2, D1, D4
R31	A2, A3, B1, B2, D4, D5
R32	B1, B2, C1, D3, D4, D7
R33	B1, B2, B4, D5, D14, D17
R34	A8, B1, B2, D1
R35 to R36	A1, A8, D1, D2
R37	A2, A8, D1, D4
R38	A2, A3, D4, D5
R39	A1, B1, B2, D2
R40	A3, A8, D1, D5
R41	A2, B1, B2, D4
R42	A1, A2, D2, D4
R43	A2, A7, A8, D1, D1, D4
R44	A8, D1, D2, D5
R45	A2, B2, D2
R46	B1, D1
R47 to R50	A8, D1
R51 to R56	B1, B2
R57 and R58	B1, B2, B5
R59	B1, B2, D4, D7
R60	B1, B2
R61	B1, B2, B3, B6
R62 to R72	A1, D2
R73	A1, A4, D2, D10
R74	A1, D2
R75 to R80	A2, D4
R81	A2, B7, D4
R82 to R86	A3, D5
R87	A3, D5, D11
R88	A3, D5, D12
R89	A3, D5
R90	A3, D5, D15, D19

R91	A3, D5, D9
R92	A3, D5, D7
R93	A2, D2
R94 to R97	D1
R98 to R100	A8
R101	A8, D14, D16
R102 to R106	B1
R107	B1, B7
R108 to R113	B2
R114	D2
R115 to R118	A1
R119	D4
R120	D4, D6
R121	D4
R122 to R125	A2
R126	D5
R127	D5, D20
R128 to R129	A3
R130	A3, D9, D21
R131	A3
R132	D3, D7, D13
R133	D3, D7
R134	D3, D7, D13
R135 and R136	D3, D7
R142	C1, C2
R143 to R145	C1
R146	A5, C1, D2, D3, D4, D8, D11, D13, D18
R147 to R150	C1
R149	A6, C1
R150 and R151	C1
R152	A3
R153	A1, A2, A3, A8, B1, B2, D1, D2, D4, D5
R169	A1, A2, A3, A8, B1, B2, D1, D2, D4, D5
R174	A2

**Responses from the Lands Department to Representations on Land
Administration Matters in respect of the Draft Cha Kwo Ling, Yau Tong, Lei Yue
Mun Outline Zoning Plan (OZP) No. S/K15/26**

Responses from the Lands Department to Representations (No. **TPB/R/S/K15/26/R156-R164, R166, R168, R170, R171 and R184**) in relation to land resumption, compensation and rehousing arrangement are as follows:

- (a) Under the general ex-gratia compensation and rehousing arrangements for government development clearance exercises which were significantly enhanced in 2018, the Government will provide means-tested or non-means tested rehousing, among others, as options to eligible households residing in squatters affected by government development clearance exercises.
- (b) In addressing the needs of the clearers, the Government needs to ensure the proper and fair use of public resources, having regard to the long waiting time for public rental housing. Hence, households opting for the means-tested rehousing option are subject to the Comprehensive Means Test (CMT) and other applicable eligibility criteria laid down by the Hong Kong Housing Authority (HKHA). Successful applicants will be rehoused to rental units of public rental housing estates of the HKHA.
- (c) As for non-means-tested rehousing, eligible households will be rehoused to rental or subsidised sale flat units in dedicated rehousing estates (DREs) to be built and operated by the Hong Kong Housing Society (HKHS). The first DRE in Kai Tak in the urban area is expected to be completed around 2026. As the rental units of DREs are heavily subsidised and are allocated to eligible households affected by government development clearance without any means test, rent at HKHS's prevailing Group B standard¹ would be chargeable. Having said that, the Government is exploring with the HKHS whether rent concession can be provided to those with demonstrated financial need.
- (d) Before the DREs are ready for population intake, the HKHS and the HKHA will make use of vacant units of their rental estates to provide transitional accommodation to eligible households opting for the non-means tested rehousing. These households would be given the option (instead of being mandated) to relocate to the DREs when the latter are ready for population intake.
- (e) The HKHS and HKHA will endeavour to identify suitable rehousing units for allocation to eligible households in accordance with their established flat allocation policies.
- (f) For details of General Ex-gratia Compensation Arrangements and Squatters' Rehousing Arrangements arising from Land Resumption and Government's Development Exercises, please visit Lands Department's website: <https://www.landsd.gov.hk/en/land-acq-clearance/land-resumption-clearance/rehousing.html>.

¹ The rental units of HKHS's rental estates fall into two groups, Group A and Group B. Group A caters for the lower-income families while Group B targets families of relatively higher income. The rental chargeable on Group A units is generally lower than that on Group B units to reflect the respective income levels of the tenants.

Agenda Item 1

Confirmation of the Draft Minutes of the 644th MPC Meeting held on 6.3.2020

[Open Meeting]

1. The draft minutes of the 644th MPC meeting held on 6.3.2020 were confirmed without amendments.

Agenda Item 2

Matters Arising

[Open Meeting]

2. The Secretary reported that there were no matters arising.

Kowloon District

Agenda Item 3

Section 12A Application

[Open Meeting (Presentation and Question Sessions only)]

Y/K15/4	Application for Amendment to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/25, Proposed Amendments to the Remarks in the Notes of the “Comprehensive Development Area” Zone, Various Lots at Yau Tong Bay and Adjoining Government Land, Yau Tong, Kowloon (MPC Paper No. Y/K15/4A)
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3. The Secretary reported that the application was submitted by Main Wealth Development Ltd., a joint venture of owners of Yau Tong Marine Lots including Sun Hung Kai Properties Limited (SHK), Henderson Land Development Limited (HLD), Hang Lung Group Limited, (HLG), Swire Properties Limited, (Swire), Wheelock Properties (HK) Limited (Wheelock), Central Development Limited, Moreland Limited and Fu Fai Enterprises Limited. Ove Arup & Partners Hong Kong Limited (Arup) and MVA Hong

Kong Limited (MVA) are two of the consultants of the applicant. The following Members had declared interests on the item:

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|---------------------|---|---|
| Mr Stephen H.B. Yau | - | having a relative who was an owner of SHK; |
| Mr Thomas O.S. Ho | - | having current business dealings with SHK, Swire, Wheelock, Arup and MVA, and his firm having current business dealings with Swire; |
| Mr Alex T.H. Lai | - | his firm having current business dealings with SHK, HLD, HLG, Swire, Wheelock, Arup and MVA; and |
| Mr Franklin Yu | - | having past business dealings with Arup and MVA, and his spouse being an employee of SHK. |

4. The Committee noted that Messrs Thomas O.S. Ho, Alex T.H. Lai and Franklin Yu had tendered apologies for being unable to attend the meeting. As the interest of Mr Stephen H.B. Yau was direct, the Committee agreed that he should be invited to leave the meeting temporarily for the item.

[Mr Stephen H.B. Yau temporarily left the meeting at this point.]

Presentation and Question Sessions

5. The following representatives from the Planning Department (PlanD) and the applicant were invited to the meeting at this point.

- | | | |
|-----------------------|---|---|
| Ms Johanna W.Y. Cheng | - | District Planning Officer/Kowloon (DPO/K),
PlanD |
|-----------------------|---|---|

Ms Jessie K.P. Kwan - Senior Town Planner/Kowloon (STP/K),
PlanD

Main Wealth Development

Limited

Mr Gregory Chan

Ms Amy Chan

Mr Charles Chiu

Ms Elaine Ho

Ms Gladys Leung

Arup

Ms Theresa Yeung

Ms Natalie Leung

Ms Minnie Law

Ms Lily Lau

MVA

Mr Alan Pun

Ms Charlotte Lo

Applicant's representatives

6. The Chairman extended a welcome and explained the procedures of the meeting. He then invited PlanD's representative to brief Members on the background of the application. With the aid of a PowerPoint presentation, Ms Johanna W.Y. Cheung, DPO/K, presented the application and covered the following aspects as detailed in the paper:

- (a) the background of the application;
- (b) the proposed amendment to the Remarks of the Notes of the "Comprehensive Development Area" ("CDA") zone at Yau Tong Bay of the approved Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Zoning Plan No. S/K15/25 so that the floor space that was constructed or intended for use solely as underground public vehicle park (PVP), as required by the Government, might be disregarded from plot ratio (PR) calculation;

- (c) departmental comments – departmental comments were set out in paragraph 9 of the Paper;
- (d) during the first three weeks of the statutory publication periods, a total of two public comments from the principal of a nearby school and an individual were received providing views on the application. Major views were set out in paragraph 10 of the Paper; and
- (e) PlanD's views – PlanD had no in-principle objection to the proposed amendment to the Remarks in the Notes of the "CDA" zone based on the considerations set out in paragraph 11 of the Paper. The proposed amendment to the Notes to allow flexibility for provision of PVP spaces to meet the local demand without affecting the maximum total PR permitted under the OZP was considered not contrary to the planning intention for a comprehensive development of the "CDA" zone. Moreover, as the Planning Brief (PB) for the "CDA" zone required that all parking facilities had to be provided at basement level, the Chief Town Planner/Urban Design and Landscape, PlanD and the Chief Architect/Central Management Division 2, Architectural Services Department (ArchSD) were of the view that any additional underground PVP would unlikely cause any significant change to the perceivable scale/massing of the future development at the application site. The Commissioner for Transport (C for T) supported the provision of a PVP within the "CDA" site and had no adverse comment on the traffic survey submitted by the applicant. The proposed amendment to the Notes was also in line with the current Government's policy to encourage the provision of underground PVP to meet such demand while minimising the impacts on overall building bulk. Concerned government departments had no objection to or adverse comments on the application. Regarding the public comments, comments of concerned departments and the planning assessments above were relevant.

7. The Chairman then invited the applicant's representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Theresa Yeung, the applicant's

representative, made the following main points:

- (a) the site was the subject of a planning application (No. A/K15/112) approved by the Committee on 16.1.2015. Subsequently, during the Traffic and Transport Committee (T&TC) meeting of the Kwun Tong District Council (KTDC) on 5.6.2018, KTDC members requested the applicant to provide more public parking spaces to help alleviate the illegal on-street parking. Since then, the applicant had begun to explore ways to meet the local demand;
- (b) in 2010, with a view to providing a more sustainable environment, the Development Bureau recommended that underground car parks should be promoted where technically feasible as it would not add to the building bulk and would reduce the urban heat island effect and obstruction of natural breezeways;
- (c) to further encourage the provision of underground public car parking, the Buildings Department (BD) in 2017 had promulgated a revised Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2, where underground public car parks, provided that the car parking spaces were electric vehicle (EV) charging-enabling, could be fully disregarded from gross floor area (GFA) calculation. In the same year, PlanD, BD and Lands Department (LandsD) jointly promulgated a revised Joint Practice Note (JPN) No. 4, in which PlanD would follow BD's practice on exempting the GFA of underground public car parks, unless otherwise specified in the relevant town plans; and
- (d) the proposed amendments to the Notes of the "CDA" zone to allow underground PVP to be exempted from GFA calculation would not affect the building bulk of the development approved under application No. A/K15/112 and would align with the policy initiatives promulgated in PNAP APP-2 and JPN No. 4. It would also address the concerns raised by T&TC of KTDC. Should the subject application be agreed to, a

subsequent s.16 application would be submitted to the Committee for consideration.

[Mr Wilson Y.W. Fung and Ms Sandy H.Y. Wong arrived to join the meeting during the applicant's presentation.]

8. As the presentations of the representatives from PlanD and the applicant were completed, the Chairman invited questions from Members.

9. Some Members raised the following questions:

PVP Requirement and GFA Exemption

- (a) elaboration on the current requirement in the Notes of the "CDA" zone for calculating the GFA intended for car park use, and the applicant's proposal of exempting PVP from GFA calculation;
- (b) how the GFA for PVP was calculated, the criteria for the GFA to be exempted, whether the GFA exemption was only applicable to parking spaces that were EV charging-enabling, and whether GFA exemption be applicable if the provision of PVP exceeded that required by the government;
- (c) under what circumstances or considerations would PVP be required by the government;
- (d) whether the exemption of the PVP from GFA calculation would lead to private developers to provide less ancillary parking or relocate the PVP aboveground to underground and affect the building height of the approved development at the site;

[Dr Frankie W.C. Yeung arrived to join the meeting at this point.]

Proposed PVP and its Operation and Management

- (e) the location of the proposed PVP and its ingress/egress, whether it would cause any adverse traffic impact, and whether the traffic network in the area would be able to cope with the possible increase in vehicular traffic due to the proposed PVP;
- (f) whether there would be any restrictions imposed on the use of the PVP and any estimation on the number of public car parking spaces required when the proposed development at the site was completed;
- (g) noting that the proposed PVP was to help address the illegal parking problem in the area, what types of vehicles were identified in the traffic study conducted by the applicant;
- (h) information on the future management of the PVP and whether requirements could be imposed in the OZP or other statutory documents to ensure that the PVP could serve the local community;
- (i) whether there were any requirements on the ownership status of PVP and whether there were any policy to control the parking fee;
- (j) the land premium calculation for the proposed PVP;

Yau Tong Bay

- (k) given that Yau Tong Bay was once used as ship building yard, the waterfront was a public asset and the site was also near the Cha Kwo Ling Tin Hau Temple, whether the comprehensive development at the site had taken into account the cultural heritage of the area, whether there were any activities to promote the vibrancy of the waterfront, and whether there was any potential for the provision of water-borne transportation; and
- (l) whether there was any future plan for reclamation of Yau Tong Bay.

10. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

PVP Requirement and GFA Exemption

- (a) currently in the Notes of the “CDA” zone, GFA for car park that was ancillary and directly related to the development may be disregarded, while any floor space for PVP shall be included for GFA calculation. The requirement for PVP to be GFA accountable was incorporated into the Notes of the “CDA” zone in 2014, following the government’s policy at that time that any floor space for PVP shall be included for GFA calculation. With the amendments to PNAP APP-2 and JPN No. 4 in 2017, underground PVP, provided that it met certain requirements, would be exempted from GFA calculation. The applicant’s proposal to amend the Notes of the “CDA” zone to exempt underground PVP from PR calculation was in line with the prevailing policy initiatives;
- (b) in calculating GFA of PVP, PlanD would generally follow BD’s practice, where the area for parking spaces and circulation area would be included. Whether the PVP could be exempted from GFA calculation would be considered by BD during the general building plans submission stage and it would be subject to the criteria set out in PNAP APP-2 and JPN No. 4. If the size of the PVP was considered excessive, it would be accountable for GFA. Should the total GFA of the development exceed the PR restriction under the OZP, PlanD would recommend disapproval of the general building plan submission;
- (c) generally speaking, the Transport Department (TD) would consider requiring developers to provide PVP taking into account the local context, such as the demand, supply, and whether there were illegal parking activities in the area;
- (d) it was considered unlikely that exempting PVP from GFA calculation would lead to reduction in the number of ancillary parking spaces as the

latter would be provided in accordance with the Hong Kong Planning Standards and Guidelines. Moreover, the PB for the subject “CDA” zone had stated that all car parking spaces were required to be located underground. Therefore, the proposed PVP would not affect the building height and the building mass of the future development aboveground. Both CTP/UD&L, PlanD and ArchSD had no adverse comment on the application;

Proposed PVP, its Operation and Management

- (e) according to the approved master layout plan (MLP) under application No. A/K15/112, the comprehensive residential and commercial development at the site would have a total of 6,556 flats with about 1,280 ancillary private car parking spaces for residential and commercial uses. A PVP with 22 private car parking spaces, 14 motorcycle parking spaces and 2 coach parking spaces were proposed to serve the public waterfront promenade (PWP) at the site. The currently proposed PVP, with up to 340 spaces for light vehicles (including private car, taxi and van-type light goods vehicle), 34 spaces for motorcycle and 27 spaces for heavy vehicles (including coach and all types of goods vehicle except container trucks/construction vehicles) was based on a traffic study conducted by the applicant. There was no restriction on the users of the PVP and the actual provision of public parking spaces would be subject to agreement with TD at the detailed design stage;
- (f) with regard to traffic impact, C for T considered that the traffic study submitted by the applicant had demonstrated that the number of parking spaces proposed at the PVP would induce very minimal traffic impact on the local road network;
- (g) it might not be appropriate to impose restrictions on the OZP regarding management or usage of the PVP. However, such requirements might be considered to be imposed in the lease conditions by LandsD. With regard to premium of the PVP, it would be calculated at the lease modification

stage;

Yau Tong Bay

- (h) the Cha Kwo Ling Tin Hau Temple was located next to Cha Kwo Ling Tsuen, where a study was currently being undertaken. Although the temple did not fall within the study boundary, its importance and cultural significance would be taken into account in the study;
- (i) as regards the promotion of the use of PWP and the provision of water-borne transport, there was currently no specific proposal as the site was still largely vacant and yet to be developed. However, Members' views would be passed to relevant bureaux/departments, including the Harbour Office under the Development Bureau and TD, for their consideration; and
- (j) as Yau Tong Bay was located within Victoria Harbour, it was subject to the Protection of the Harbour Ordinance (Cap. 531), where unless there was an overriding public need, reclamation within Victoria Harbour was not permitted.

11. In response, Ms Theresa Yeung, the applicant's representative, made the following main points:

- (a) given the size of the site, the proposed development at the site was to be developed in phases. It was proposed that the PVP would be provided in phase 1 of the development, which was largely located along Ko Fai Road, taking into account that it was located in proximity to the YTIA, where the illegal parking problem was concentrated. Moreover, there were a number of approved residential developments at the "CDA" sites near YTIA along Tung Yuen Street. It was envisaged that the demand for PVP would be higher in that area. Regarding the ingress/egress of the proposed PVP, it was still being formulated and details would be provided at the s.16 planning application stage;

- (b) provision of PVP for PWP was required under the PB. According to the scheme approved under application No. A/K15/112, a PVP with 22 private car parking spaces, 14 motorcycle parking spaces and 2 coach parking spaces was proposed to serve the PWP. The current proposal was to provide an additional PVP to meet the demands of the local community. The proposed additional PVP would be managed by the applicant;
- (c) as the current application was mainly related to the provision of underground PVP at the site, it would not affect the development aboveground. With reference to the MLP of the approved application, a 15-metre wide PWP with an area of not less than 24,700m² was provided in accordance with the Notes of the OZP and the PB, and two footbridges connecting MTR Yau Tong Station to the PWP were also provided. Three flights of public landing steps were proposed along the PWP to allow the public to make use of the water resource. Retail uses would also be provided to create a more interesting and vibrant waterfront;
- (d) there was no information available regarding the parking fee of the proposed PVP, but the fee to be charged would make reference to the market rates with a view to maximising the utilisation rate to help address the illegal parking problems in the area;
- (e) according to BD's PNAP APP-2, the GFA of underground public car parks were 100% disregarded, provided that the car parking spaces are EV charging-enabling; and
- (f) the types of illegal parking vehicles observed when the traffic study was conducted were mostly private cars with some heavy vehicles.

12. With regard to the provision of PVP, Mr M.K. Cheung, Chief Traffic Engineer/Hong Kong, TD, supplemented that just like the subject case, demand assessment could be carried out by the proponent and TD would consider whether the assessment was acceptable. TD would assess the traffic implications of the proposed PVP, including the

location of ingress/egress, at the s.16 planning application stage. As for the control of parking fees, Mr Cheung said that there was currently no policy to control the parking fees of PVP run by private operators.

13. In response to the Vice-chairman and a Member's enquiry regarding the amendment to the Notes of the "CDA" zone and whether it would lead to a precedent effect, Ms Johanna W.Y. Cheng, DPO/K, said that instead of adopting the applicant's proposed amendment, consideration could be given to deleting the relevant remarks in the Notes as JPN No. 4 had stated that PlanD would follow BD's practice in calculating GFA for underground PVP, unless otherwise specified in the relevant town plan. Should the Committee consider that the applicant's proposal was acceptable in principle, PlanD would further work out the suitable amendment to the Notes of the OZP and submit the proposal to the Committee for agreement. As there had been recent amendments to other OZPs to exempt underground PVP from GFA calculation, the proposed amendment to the Notes of the "CDA" zone that was in line with the prevailing policy would unlikely be regarded as setting a precedent.

14. In response to a Member's enquiry regarding the amount of fill that would be excavated for the proposed PVP, Ms Theresa Yeung, the applicant's representative, said that there was at present no information regarding the amount of fill to be excavated as it was subject to detailed design. Technical assessments would be conducted in the s.16 planning application stage and submitted for consideration by relevant government departments. Dr Sunny C.W. Cheung, Principal Environmental Protection Officer (Metro Assessment), Environmental Protection Department, said that generally speaking, the excavated fill would first be sorted at the site to see if there were any materials that could be recycled for use in construction. The remaining excavated fill would be disposed of at the public fill banks in Tuen Mun or Tseung Kwan O.

15. In response to a Member's enquiry regarding the dissenting lots at the application site, Ms Johanna W.Y. Cheng, DPO/K, explained that the application was submitted by a consortium which owned about 74% of the private lots within the application site. The dissenting lots (about 16% of the application site), which included two sand depots, an existing industrial building, an ice-making plant/cold store and Towngas pigging station, were private lots that did not join the applicant's consortium. The remaining 10% were

government land which included drainage reserves, a salt water pumping station and a maintenance depot.

16. As the applicant's representatives had no further points to raise and there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure for the application had been completed and the Committee would deliberate on the application in their absence and inform them of the Committee's decision in due course. The Chairman thanked the representatives from PlanD and the applicant for attending the meeting. They left the meeting at this point.

Deliberation Session

17. Members noted that the proposed amendment to the Notes of the "CDA" zone was in line with the prevailing policy to encourage provision of PVP by exempting underground PVP that was required by the government from GFA calculation. As the site was zoned "CDA", the applicant would be required to submit a revised MLP for the Committee's consideration in order to take forward the provision of an additional PVP. Members also noted that lease modification was required for the applicant to implement the comprehensive development at the site, including the underground PVP.

18. A Member did not support the application as the provision of PVP was expected to be of large scale which might go beyond the actual demand as required by TD. Also, since there was no detail on the required number of public parking spaces, the amendment to the Notes should not be agreed to at the current stage.

19. Two Members generally supported the application as it was in line with the prevailing policy and it would be beneficial to the community and help address the illegal parking issue in the area.

20. Some Members had no in-principle objection to the application but had concern on the number of car parking spaces proposed, the utilisation rate of the PVP, the location of ingress/egress as well as the potential traffic impact in the area when the comprehensive development at the site was completed.

21. The Vice-chairman also supported the application but considered that the proposed amendment to the Notes of the OZP would need to be examined by PlanD in greater details. Members noted that Appendices II and III of the Paper were proposed amendments submitted by the applicant, rather than amendments proposed by PlanD.

22. After deliberation, the Committee decided to partially agree to the application, and PlanD would work out suitable amendments to the Outline Zoning Plan and Notes for the Committee's agreement prior to gazetting under the Ordinance.

[Mr Stephen H.B. Yau returned to join the meeting at this point.]

Tsuen Wan and West Kowloon District

Agenda Item 4

Section 16 Application

[Open Meeting]

A/KC/465	Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Industrial Development in "Industrial" Zone, No. 22 Yip Shing Street, Kwai Chung, New Territories (MPC Paper No. A/KC/465B)
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23. The Secretary reported that Llewelyn-Davies Hong Kong Limited (LD) was one of the consultants of the applicant. Mr Thomas O.S. Ho had declared an interest on the item as he had past business dealings with LD.

24. The Committee noted that Mr Thomas O.S. Ho had tendered an apology for being unable to attend the meeting.

25. The Committee noted that the applicant's representative requested on 4.3.2020 deferment of consideration of the application for two months in order to allow time to address departmental comments. It was the third time that the applicant requested deferment of the application. Since the last deferment, the applicant had submitted further information ~~including response to departmental comments, revised traffic impact assessment and revised~~

~~It was the second time that the applicant requested deferment of the application. Since the last deferment, the applicant had submitted further information to address departmental comments.~~

35. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further information. Since it was the second deferment and a total of four months had been allowed for preparation of the submission of further information, no further deferment would be ~~granted unless under very special circumstances.~~

Kowloon District

Agenda Item 12

[Open Meeting]

S/K15/25 Proposed Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei
Yue Mun Outline Zoning Plan No. S/K15/25
(MPC Paper No. 8/21)

36. The Secretary reported that the proposed amendment items involved two public housing developments to be developed by the Hong Kong Housing Society (HKHS) and Hong Kong Housing Authority (HKHA), which were supported by a Feasibility Study (FS) and a Design Review respectively, both commissioned by the Civil Engineering and Development Department (CEDD) with AECOM Asia Company Limited (AECOM) as the consultants. Amendments to the Notes of the outline zoning plan (OZP) were also proposed to take forward the decision of the Committee on a s.12A application No. Y/K15/4, which was submitted by Main Wealth Development Limited, a joint venture of owners of Yau Tong Marine Lots including Sun Hung Kai Properties Limited (SHK), Henderson Land Development Limited (HLD), Hang Lung Group Limited, (HLG), Swire Properties Limited,

(Swire), Wheelock Properties (HK) Limited (Wheelock), Central Development Limited, Moreland Limited and Fu Fai Enterprises Limited. Ove Arup & Partners Hong Kong Limited (ARUP) and MVA Hong Kong Limited (MVA) were two of the consultants of the s.12A application. The following Members had declared interests on the item:

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|---|---|--|
| Mr Ivan M.K. Chung
<i>(Chairman)</i>
<i>(as the Director of Planning)</i> | - | being an ex-officio member of the Supervisory Board of HKHS; |
| Mr Paul Au
<i>(as Chief Engineer (Works), Home Affairs Department)</i> | - | being a representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and the Subsidized Housing Committee of HKHA; |
| Mr Thomas O.S. Ho | - | having current business dealings with HKHA, AECOM, SHK, Swire, Wheelock, ARUP and MVA; |
| Dr Lawrence W.C. Poon | - | his spouse being an employee of the Housing Department (the executive arm of HKHA), but not involved in planning work; |
| Mr Franklin Yu | - | being a member of Building Committee and Tender Committee of HKHA, and having current business dealings with ARUP and his spouse being an employee of SHK; |
| Mr Alex T.H. Lai | - | his former firm having business dealings with HKHA, HKHS, SHK, HLD, HLG, Swire, Wheelock and ARUP; |
| Mr Daniel K.S. Lau | - | being a member of HKHS; and |

Ms Lilian S.K. Law - being a former Executive Director and Committee Member of The Boys' & Girls' Clubs Association of Hong Kong which had received sponsorship from SHK.

37. The Committee noted that Messrs Franklin Yu and Thomas O.S. Ho had not yet arrived to join the meeting. The Committee noted that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments for public housing developments were the subjects of amendments to the OZP proposed by the Planning Department (PlanD), the interests of Members in relation to HKHA and HKHS on the item only needed to be recorded and they could stay in the meeting. As the interest of Ms Lilian S.K. Law was indirect and Mr Alex T.H. Lai had no involvement in the amendment item relating to the s.12A application, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

38. The following representatives from Planning Department (PlanD), CEDD and AECOM were invited to the meeting at this point:

PlanD

Ms Katy C. W. Fung - District Planning Officer/Kowloon (DPO/K)

Ms Jessie K. P. Kwan - Senior Town Planner/Kowloon (STP/K)

CEDD

Mr Clarence C.T. Yeung - Chief Engineer/South 1 (CE/S1)

Mr Peter K.C. Poon - Senior Engineer/2 (South) (SE/2(S))

Consultants

Mr David Ho - Project Director, AECOM

Ms Winnie Poon	-	Senior Engineer, AECOM
Mr Patrick Lai	-	Senior Environmental Consultant (Cultural Heritage), AECOM
Ms Elly Leung	-	Senior Landscape Architect, AECOM

39. With the aid of a Powerpoint presentation, Ms Jessie K. P. Kwan, STP/K, PlanD briefed Members on the background, the proposed rezoning for the two public housing developments (viz. the Cha Kwo Ling Village (CKLV) Development and the Ex-Cha Kwo Ling Kaolin Mine Site (ex-CKLKMS) Phase 2 Development), the proposed amendments to the Notes of the OZP, technical considerations, provision of Government, institution and community (GIC) facilities in the area, consultation conducted and departmental comments as detailed in the Paper. Amendment Items A1 to A6 included rezoning proposals for the proposed public housing at CKLV Development with provision of GIC facilities and roads, footpaths and roadside amenity according to the recommendations under the FS for CKLV Development. Amendment Items B1 and B2 included rezoning proposals for the ex-CKLKMS Phase 2 Development with provision of GIC facilities and enlargement of a planned school site. Amendments to the Notes of the OZP were proposed to take forward the decision of the Committee on 20.3.2020 on a s.12A application No. Y/K15/4 in that the Remarks in the Notes of the OZP for the “Comprehensive Development Area” zone at Yau Tong Bay would be amended to specify the requirement on provision of public vehicle park (PVP) and to allow for disregarding floor space of PVP, as required by the Government, from gross floor area calculation.

[Dr Lawrence W.C. Poon left the meeting temporarily during PlanD’s presentation and Dr Frankie W.C. Yeung joined the meeting at this point.]

40. As the presentation by PlanD’s representative had been completed, the Chairman invited questions from Members.

41. The Chairperson and some Members raised the following questions:

The Public Housing Developments

- (a) the rationale behind the proposed non-domestic plot ratio (PR) of 1, instead of 1.5, for the CKLV Development, and whether there was scope to transfer some of the non-domestic PR for domestic uses so as to provide more housing units;
- (b) the ratio of public rental housing and subsidised sale flats to be provided in the proposed public housing developments, and the major considerations for such ratio;
- (c) the development programme of the public housing developments;

Traffic Impact and Accessibility

- (d) noting the sloping topography of the area, whether there was any facility, such as escalator, proposed to help the future residents to get around the area and access the MTR Lam Tin Station and the proposed public transport interchange (PTI) at CKLV site;
- (e) whether there was scope to further improve pedestrian accessibility between the ex-CKLKMS development and MTR Lam Tin Station;
- (f) noting that the existing traffic in the area was quite heavy and congestions were observed during peak hours, especially for the traffic coming off Kwun Tong Bypass to the Laguna City at junction of Wai Fat Road/Wai Yip Street, whether the impact assessment conducted had taken into account the existing conditions as well as the additional traffic to be generated from the two proposed public housing developments;

Layout and Design

- (g) the CKLV and ex-CKLKMS sites were separated by a proposed access road and whether there was scope to combine the two sites for development;
- (h) the spatial planning considerations in formulating the layout of the CKLV Development;

- (i) whether an indicative building height (BH) for the planned joint-user government complex under Amendment Item A2 was available;
- (j) the proposed public housing developments were in close proximity to the harbour and whether suitable measures were proposed to avoid adversely affecting the waterfront environment;
- (k) the flat size and assumed number of persons per flat for the proposed public housing developments;

GIC Facilities

- (l) whether residential care home for the elderly (RCHE) would be provided in the public housing developments;
- (m) it was projected that in about 10 years' time, about 28% of the overall population would be elderly i.e. aged 65 or above. In this regard, whether there was plan to make GIC facilities more accessible to the elderly population;
- (n) whether there was sufficient out-patient clinic/healthcare facility to serve the local residents;
- (o) why a 30-classroom primary school was planned under Amendment Item B2 at the ex-CKLKMS Phase 2 Development while the Education Bureau (EDB) had not requested the provision of a primary school in the CKLV Development;

Preservation

- (p) whether the CKL Villagers Fraternity Association (CKLVFA) was still in active operation, and whether there was scope to re-provision the office for the affected CKLVFA in the proposed public housing development at the CKLV site;
- (q) what the proposed arrangements were for preservation/adaptive-reuse for the Law Mansion, in particular the party responsible for operation and

management and maintenance (M&M) in the future;

Other Issues

- (r) site formation levels of the CKLV Development and ex-CKLKMS Phase 2 Development, and the volume of excavation needed for the two developments;
- (s) the number of affectees currently residing in the CKLV squatter area; and
- (t) whether the Government had plans for further informing and consulting the affectees and the public in the subsequent stages as the development proceeded.

42. In response, Ms Katy C. W. Fung, DPO/K, PlanD, Ms Jessie K. P. Kwan, STP/K, PlanD, Mr Clarence C.T. Yeung, CE/S1, CEDD, and Mr Peter K.C. Poon, SE/2(S), CEDD, made the following main points:

The Public Housing Developments

- (a) a maximum domestic GFA of 227,250m² (equivalent to a PR of 7.5) and a maximum non-domestic GFA of 30,300m² (equivalent to a PR of 1.0) were proposed for the CKLV site. The PR of 7.5 was in line with the maximum domestic PR stipulated on OZPs for residential zones in Kowloon. As social welfare facilities of not less than 5% of proposed domestic GFA would be provided in the proposed public housing development in CKLV and the relevant floor space would be exempted from PR calculation, the non-domestic PR of 1 as currently proposed was considered appropriate to optimise the building mass for this waterfront site;
- (b) the mix of public rental housing and subsidised sale flats in the proposed public housing developments was yet to be decided at the current juncture and would be subject to further review amongst the relevant bureaux/departments (B/Ds);
- (c) the estimated first population intake and completion year were 2030/31 and

2033/34 respectively;

Traffic Impact and Accessibility

- (d) currently, residents of CKLV and Laguna City could get to the MTR Lam Tin Station via CKL Road and Sin Fat Road either on foot or by the minibus service, or by utilising the elevator at Yung Fung Shee Memorial Centre then walk to MTR Lam Tin Station. Similar arrangement was proposed for the CKLV Development. A new PTI was proposed under the joint-user government complex at the northern part of the CKLV site and a new pedestrian footbridge linking the proposed joint-user government complex would be provided to enhance the connectivity between the proposed CKLV and ex-CKLKMS developments, and the MTR Lam Tin Station. Future residents at the ex-CKLKMS development could make use of the new footbridge and elevators for accessing the new PTI in CKLV site ;
- (e) the ex-CKLKMS development was located within an easy walking distance to the MTR Lam Tin Station and there was no plan at the current juncture to provide additional connecting facilities;
- (f) according to the findings of the Preliminary Traffic and Transport Impact Assessment (TTIA) conducted under the FS, the proposed developments at the CKLV and ex-CKLKMS would not result in unacceptable adverse traffic impact on the existing road network/junctions upon implementation of planned/being constructed road and junction improvement works. The traffic improvement works under the CKLV and ex-CKLKMS Phase 2 Developments would include, inter alia, the construction of a new vehicular access road connecting the access road of ex-CKLKMS development to CKL Road which would improve the local road capacity and allow the traffic from the ex-CKLKMS development to go directly onto CKL Road instead of Sin Fat Road which was already busy. Junction improvement works would also be carried out at the Wai Fat Road/Wai Yip Street junction to improve the traffic condition. The Commissioner for Transport had been consulted on the Preliminary TTIA and agreed on the proposed

traffic improvement works;

Layout and Design

- (g) one of the major constraints in formulating layouts of the two sites was the significant level difference between the ex-CKLKMS Phase 2 Development (+32mPD) and CKLV Development (+4mPD to +10mPD). There was technical difficulty in developing the two sites on same platform. On the other hand, the nearby residents had strongly requested for a new access road throughout the different stages of public consultation. In view of the above, an access road was proposed between the two sites to link up CKL Road and the ex-CKLKMS development so as to improve the capacity of the local road network. The current alignment of the proposed access road had duly considered the topography and avoided encroachment onto the Tin Hau Temple (CKL), as well as to maintain a suitable distance from the Tseung Kwan O – Lam Tin Tunnel and its associated roundabout currently under construction;
- (h) regarding the layout of buildings within the CKLV Development, the proposed joint-user government complex was planned at the northern side of CKLV site in order to serve both the existing residential clusters near Laguna City and the future public housing developments. As the alignment of the CKL Tunnel of Trunk Road T2 would run underneath the central part of the CKLV site, no residential tower was proposed in this part of the site so as to avoid exerting excessive loading onto the tunnel. Instead, a standard sub-divisional fire station cum ambulance depot was proposed above the CKL Tunnel, taking into account Fire Services Department's operational needs and the requirements stipulated under the Hong Kong Planning Standards and Guidelines;
- (i) the proposed joint-user government complex would be developed under the "Single Site, Multiple Use" ("SSMU") model. The complex would accommodate a sports centre, a PTI, some social welfare facilities and facilities of the Department of Health. As the PTI and the arena of the sports centre to be provided in the proposed joint-user government complex

would normally have a higher headroom, to allow design flexibility in the detailed design stage and to accommodate any changes/increase in GIC uses to meet community's needs, no BH restriction was proposed. The actual GIC facility provision would be finalised by relevant B/Ds at the detailed design stage;

- (j) the proposed high-density public housing developments would inevitably result in an altered visual character for the area. To minimise the potential visual impact, a stepped BH profile descending from inland to the waterfront was proposed. Suitable layouts would be adopted in both the CKLV and ex-CKLKMS Phase 2 Developments to avoid encroaching onto the prevailing wind corridors, and suitable design measures such as building gaps and urban window would be incorporated. Regarding the waterfront environment, a public waterfront promenade would be provided to the west of the CKLV Development across CKL Road by the Vocational Training Council outside its new campus. The waterfront promenade in the area would be able to link up with the existing waterfront promenade in Kwun Tong and the planned waterfront promenade in the Yau Tong Bay area. The Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the Harbourfront Commission had been consulted on the proposed developments and in general had no in-principle objection;
- (k) according to HKHS, an average flat size of about 50m² and 2.8 persons per flat were assumed for the CKLV Development;

GIC Facilities

- (l) the CKLV Development and the ex-CKLKMS Phase 2 Development would each provide a 250-bed RCHE;
- (m) elderly facilities would be provided on the lower floors of the public housing developments for convenience of the elderly. Social welfare facilities would be provided and designed in accordance with the Social Welfare Department's requirements;
- (n) the nearest hospital was United Christian Hospital, and there were existing

out-patient facilities at the Yung Fung Shee Memorial Centre serving the community in the vicinity of CKLV site. Under the “SSMU” model, the Department of Health would consider providing healthcare facilities at the proposed joint-user government complex;

- (o) a site zoned “G/IC” within the ex-CKLKMS development was reserved for the provision of a planned 30-classroom primary school, but the EDB had not requested further reserving another site for the school use within the CKLV Development. As advised by the EDB, the provision of public sector primary school places was planned on a district basis (instead of the K15 Planning Area). While there was a deficit in terms of provision of primary school places on the OZP level for the K15 Planning Area, EDB would duly consider factors such as the latest projections of school-age population, other factors that might affect the demand for school places in certain districts as well as the prevailing education policies when tendering their advice on whether additional school site was required;

Preservation

- (p) CKLVFA was currently in operation and it held various celebratory events (e.g. Cantonese opera performance and parade) during the Tin Hau Festival. Should there be request from the CKLVFA for repovisioning their office in the future CKLV Development, concerned B/Ds would consider such request upon formal application from CKLVFA. HKHS also considered there was scope to suitably accommodate such request in the detailed design stage;
- (q) according to the preliminary proposal by HKHS, the Law Mansion, which was a Grade 3 historic building, would be revitalized and integrated into the CKLV Development, and the M&M responsibility of the Law Mansion would be taken up by HKHS and the future tenant of the Law Mansion. Notwithstanding the above, the future use of the Law Mansion would be subject to the result and recommendation of the Heritage Impact Assessment (HIA) and it was uncertain at the current stage whether the building would be used by a non-governmental organization;

Other Issues

- (r) the site formation levels of the ex-CKLKMS Phase 2 Development and CKLV Development were proposed to be at 32mPD and 4-10mPD respectively. For the CKLV Development, approximately 640,000m³ of rock/soil would be excavated, which might be used as backfill material at the site or other projects;
- (s) according to the records of the Lands Department (LandsD), there were about 463 surveyed squatter structures in CKLV. The number of residents to be affected was not available as the freezing survey had yet to be conducted by LandsD; and
- (t) in May 2021, the affected villagers/operators of CKLV were invited to a Town Hall briefing session jointly arranged by CEDD, LandsD and PlanD. A team of social-workers had been arranged to reach out to the affectees and to introduce the C&R arrangements to them.

43. In response to a Member's enquiry on whether the average flat size in the proposed developments had adhered to the objective set out under the Final Recommendations of the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (HK 2030+), the Chairman remarked that the HK 2030+ released in October 2021 reflected the Government's long-term vision to enhance the provision of home space and the upcoming planning studies and development projects would adopt the new standards for average living space as appropriate. However, for on-going studies and development projects that were already underway, including the CKLV and ex-CKLKMS Phase 2 Developments, the enhanced standards recommended under the HK 2030+ would not be applicable.

44. A Member asked whether there was scope for additional road or pedestrian facilities such as elevator or escalator to be provided in the area in the future. The Chairman remarked that provision of public road was always permitted under the OZP. Mr Clarence C.T. Yeung, CE/S1, CEDD, and Ms Jessie K. P. Kwan, STP/K, PlanD, supplemented that upon finalising the alignments of the proposed access roads and associated structures, they would be gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and shall be deemed to be approved under the Town Planning Ordinance (Cap. 131).

45. A Member opined that the enhancement of the layout of CKLV and ex-CKLKMS Phase 2 Developments to achieve better integration and utilisation of space should be explored.

46. Two Members considered that a holistic approach should be adopted for preservation of the Law Mansion and Tin Hau Temple (CKL), and enquired about the possible measures to preserve the intangible heritage, culture and social fabrics in the area, and suggested that a community space could be provided for holding traditional activities of the CKLV. In response, Ms Katy C. W. Fung, DPO/K, PlanD, said that the Tin Hau Temple (CKL) would not be affected by the CKLV Development. To serve as a transition between the proposed housing development and the Tin Hau Temple (CKL), a buffer area of not less than 900m² would be designated within the CKLV Development and there was scope to use that area for festival activities. For heritage conservation, HIAs would be conducted by CEDD and HKHS respectively, and submitted to the Antiquities and Monuments Office for approval and for endorsement by the Antiquities Advisory Board. In accordance with the findings/recommendations of the HIAs, elements of the CKLV with historical significance would be preserved where practicable.

47. With regard to Members' views on the layout of CKLV and ex-CKLKMS Phase 2 Developments and preservation of historic and cultural elements in the area, the Chairman remarked that they would be conveyed to HKHS and relevant B/Ds for their consideration at the detailed design stage.

48. Members had no questions regarding other proposed amendments to the OZP and generally considered that they were acceptable.

49. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP and that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25A at Attachment II of the Paper (to be renumbered to S/K15/26 upon exhibition) and its Notes at Attachment III were suitable for exhibition under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement at Attachment IV of the Paper for

the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised Explanatory Statement (ES) would be published together with the OZP.”

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

[Professor Jonathan W.C. Wong and Mr Alex T.H. Lai left the meeting during discussion of the item.]

[The Chairman thanked the government representatives and the consultants from AECOM for their attendance to answer Members’ enquiries. They left the meeting at this point.]

[Mr C.H. Mak, Senior Town Planner/Kowloon (STP/K), was invited to the meeting at this point.]

[Dr Lawrence W.C. Poon rejoined and Messrs Thomas O.S. Ho and Franklin Yu joined the meeting at this point.]

Agenda Item 13

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/K10/269 Proposed Flat, Shop and Services and Eating Place in “Residential (Group E)” Zone, 21 Yuk Yat Street, To Kwa Wan, Kowloon
(MPC Paper No. A/K10/269A)

51. The Secretary reported that the application site (the Site) was located in To Kwa Wan. Mr C.H. Tse had declared an interest on the item for his close relative owning a flat in Ma Tau Kok. As the property owned by Mr C.H. Tse’s close relative had no direct view of the application site, the Committee agreed that he could stay in the meeting.

茶果嶺村寮屋區重建項目簡介會 簡介會摘要

日期：二零二一年五月十日（星期一）

時間：下午七時正

地點：茜草灣鄰里社區中心一樓

1. 簡介會的目的

規劃署、土木工程拓展署及地政總署的代表向出席人士簡介發展項目的目標、有關可行性研究及發展的程序，以及解釋受是次發展項目影響的村內土地業權人、住戶、業務經營者等（以下統稱為「受影響人士」）相關的補償及安置安排。

2. 在席人士表達的關注／訴求／意見／查詢

- 2.1. 不應劃一編配茶果嶺村居民至房協專用安置屋邨。正如以往受重建計劃影響的居民一樣，受影響的村民應被編配至房屋署轄下的公營房屋。建議政府考慮參考當年鑽石山重建時的安排，為受影響的居民安排免入息或資產審查方式安置到房屋署轄下的公營房屋單位。
- 2.2. 政府在一九八三年為建造東區海底隧道而清拆茶果嶺村鄧氏大屋，當時受影響的居民以免資產審查的方式獲安置至牛頭角的樂華邨。政府應考慮以免資產審查的方式安置受影響的茶果嶺村居民，在安排安置時亦應考慮茶果嶺村居民對有關租金的負擔能力。
- 2.3. 不接受政府收地的決定，亦不同意政府有理據去收回茶果嶺村的土地作公營房屋發展。
- 2.4. 要求政府定期會見受影響住戶，或設立查詢熱線以處理受影響的住戶的查詢。
- 2.5. 查詢假如居住中的寮屋現為混合土地用途即地下作為零售用途，一樓則為住宅用途，補償及安置安排的詳情為何。
- 2.6. 查詢自住用途的寮屋住戶登記計劃的時間表，以及安置安排的所需資格為何。
- 2.7. 查詢清拆前登記的安排。
- 2.8. 查詢是次重建項目發展的收地範圍。
- 2.9. 查詢擁有清朝地契的構築物的補償安排。
- 2.10. 查詢未成年雙非人士子女的補償及安置安排。
- 2.11. 查詢擁有私人土地個別業權人和擁有私人土地的發展商在收地補償上所獲得的補償的分別。
- 2.12. 查詢清拆前登記進行當天不在家的跟進方法。
- 2.13. 查詢有關「分戶」的安排，即在同一構築物內有多名已成年人士同住各自申請公屋的安排。
- 2.14. 查詢可否同時申領核准特惠津貼及安置安排。
- 2.15. 查詢「寮屋住戶自願登記計劃」及「清拆前登記」的分別。

- 2. 16. 查詢項目的發展及收地計劃時間表。
- 2. 17. 查詢專用安置屋邨的入伙時間表，以及受影響的住戶是否可入住有關安置屋邨。
- 2. 18. 要求原區安置受影響的住戶。
- 2. 19. 要求政府提供是次簡介會的記錄。

3. 部門的回應

規劃署表示根據施政報告所提出有關是次收回茶果嶺村的目的是為了作公營房屋發展，當中包括茶果嶺村內的私人土地及寮屋。具體的詳細收地範圍及界線將取決於進行中的工程可行性研究評估結果，有待公布。

土木工程拓展署簡介整個項目推展的時間表：在 2021 年完成可行性研究並推展地區性的諮詢及啟動改劃大綱圖程序。然後開始相關詳細設計及推展有關法律程序，以及向立法會申請撥款。目標在 2025 年分階段開始收地程序及開展有關工程。收地的時間表則視乎研究結果再另行公布。

就是次茶果嶺村寮屋區重建項目發展，政府會根據土地收回程序，處理受影響持份者提出的反對意見，並會在考慮有關意見後尋求行政長官會同行政會議批准有關收地。

當政府引用《收回土地條例》（第 124 章）或其他相關法例收回私人土地時，會按照法例要求為土地業權人作出補償（一般稱為「法定補償」）。相關法例訂明可獲補償的權益、涉及的程序、評定補償的基準和原則，以及賦予土地審裁處就補償金額作最終裁決的權力。除此以外，政府設有特惠補償制度，為合資格土地業權人提供法定補償以外的一個替代選擇。如土地業權人不接納政府的特惠補償建議金額，可按相關條例申索法定補償。申索人因提出申索而合理招致的專業費用，政府會按機制審核及發還。

地政總署向在席人士解釋政府為受發展清拆行動影響人士而設的特惠補償安置安排。有關安排下，符合資格人士可通過經濟狀況審查，入住香港房屋委員會（房委會）的公屋，或選擇免經濟狀況審查入住香港房屋協會（房協）興建和管理的專用安置屋邨的資助出租或出售單位。他們也可選擇申領「持牌構築物和已登記寮屋的核准特惠津貼」。此外，在清拆前登記中記錄在案的構築物／寮屋住戶，不論其居住年期及構築物的狀況，均符合資格申領住戶搬遷津貼。地政總署亦就在席人士提及的個別個案，闡述適用的特惠安置及／或補償安排、有關的資格準則，以及需要準備的有關文件。

在發展項目的規劃土地用途、發展範圍和推行計劃確定後，地政總署會盡快進行清拆前登記（又稱「凍結登記」），目的是蒐集發展範圍內目前的佔用情況和現有構築物的狀況資料。倘日後政府須清拆任何構築物及遷置構築物內的佔用人以進行擬議的發展項目，所得的資料會作為評估安置及／或發放核准特惠津貼（如適用的話）的其中一項資格準則基礎。鑑於清拆前登記的性質，地政總署進行登記前並不會給予事先通知。假如清拆前登記當天受影響的住戶並不在家，有關人士可依照地政總署職員留下的通告聯絡地政總署。地政總署會考慮所有能證明受影響人士居住年期的文件，例如電費單、水費

單、租約及學校手冊。

部門代表重申，是次簡介會乃是整個項目的初步階段，各相關部門會就受影響住戶的意見及要求繼續進行地區諮詢。地政總署亦設有查詢熱線供市民查詢相關資訊，查詢熱線已顯示於簡介會上所派發的一般特惠補償及安置安排的小冊子內。

第六屆觀塘區議會
第十一次全會會議記錄

日期： 2021 年 7 月 6 日(星期二)

時間： 上午 9 時 37 分至下午 4 時 05 分

地點： 九龍觀塘觀塘道 392 號創紀之城 6 期 20 樓 05-07 室
觀塘民政事務處會議室

出席者**出席時間****離席時間**

蔡澤鴻先生(主席)	上午九時三十七分	下午四時零五分
莫建成先生(副主席)	上午九時三十七分	下午四時零五分
陳汶堅先生	上午九時三十七分	下午四時零五分
陳耀雄先生, MH	上午九時三十七分	下午三時十五分
鄭景陽先生	上午九時五十分	下午四時零五分
張敏峯先生	上午九時三十七分	下午四時零五分
張培剛先生	上午十時三十八分	下午四時零五分
符碧珍女士, MH	上午九時三十九分	下午四時零五分
馮家龍先生	上午九時三十七分	下午四時零五分
許有為先生	上午九時三十七分	下午四時零五分
葉梓傑先生	上午九時四十六分	下午四時零五分
簡銘東先生, MH	上午九時四十二分	下午三時五十七分
龔振祺先生	上午十時零五分	下午四時零五分
黎寶桂女士	上午九時三十七分	下午四時零五分
林 瑋先生	上午九時三十七分	下午四時零五分
李軍澤先生	上午九時三十七分	下午四時零五分
梁騰丰先生	上午九時五十五分	下午四時零五分
梁翊婷女士	上午十時十五分	下午十二時四十六分
李煒林先生	上午九時四十分	下午四時零五分
李詠珊女士	上午九時三十七分	下午四時零五分
呂東孩先生, MH	上午九時三十七分	下午四時零五分
顏汶羽先生	上午九時三十七分	下午二時四十九分
柯創盛先生, MH	上午九時四十六分	下午十二時二十分
龐智笙先生	上午九時四十七分	下午四時零五分
潘任惠珍女士, BBS, MH	上午九時三十七分	下午四時零五分
蘇冠聰先生	上午九時三十七分	下午四時零五分
譚肇卓先生	上午九時四十四分	下午四時零五分
鄧威文先生	上午九時三十七分	下午四時零五分

出席者

謝淑珍女士
尹家謙先生
王偉麟先生
黃子健先生
王嘉盈女士
黃啟明先生

出席時間

上午九時三十七分
上午九時四十六分
上午九時三十七分
上午九時五十分
上午九時三十七分
上午九時三十七分

離席時間

下午四時零五分
下午四時零五分
下午四時零五分
下午十二時十五分
下午四時零五分
下午四時零五分

列席者

謝凌駿先生, JP
蔡姿嫻女士
沈思穎女士
蒲理正總警司
黃廣興總警司
王素芬女士
譚文海先生
林世榮先生
何豐怡女士
嚴家豪先生
鮑仲安先生
蘇陽峯先生

觀塘民政事務專員
觀塘民政事務助理專員(1)
觀塘民政事務助理專員(2)
警務處觀塘區指揮官
警務處秀茂坪區指揮官
警務處觀塘區警民關係主任
警務處秀茂坪區警民關係主任
土木工程拓展署總工程師/東 2
運輸署總運輸主任/九龍 2
房屋署物業管理總經理(東九龍)
食物環境衛生署觀塘區環境衛生總監
食物環境衛生署觀塘區高級衛生督察(潔淨及防治蟲鼠)2
社會福利署觀塘區福利專員
康樂及文化事務署觀塘區康樂事務經理
觀塘民政事務處高級聯絡主任(1)
觀塘民政事務處高級聯絡主任(2)
觀塘民政事務處高級聯絡主任(3)
觀塘民政事務處高級行政主任(地區管理)
觀塘民政事務處一級行政主任(區議會)
觀塘民政事務處候任一級行政主任(區議會)

秘書

周立根先生

觀塘民政事務處高級行政主任(區議會)

應邀出席者

蔡宇思醫生
胡仰基先生
黎相笑醫生

食物及衛生局基層醫療健康辦事處處長
食物及衛生局地區康健中心總監
食物及衛生局副顧問醫生(基層醫療健康辦事

議項 II

處)1A

歐志強先生
劉碧珊小姐

基督教聯合那打素社康服務副總幹事
基督教聯合那打素社康服務高級服務經理

馮志慧女士
關嘉佩女士
陳俊琰先生
楊創德先生
潘國忠先生
文子君女士
李秀萍女士
梁發先生
何智聰先生
羅健華先生

規劃署署理九龍規劃專員
規劃署高級城市規劃師/九龍 5
規劃署城市規劃師/九龍 6
土木工程拓展署總工程師/南 1
土木工程拓展署高級工程師/2(南)
土木工程拓展署工程師/10(南)
地政總署高級產業測量師/土地徵用 1(土地徵用組)
地政總署高級經理/清拆(土地徵用組 清拆/總部)
艾奕康有限公司執行董事
艾奕康有限公司助理董事

議項 III

謝萬里醫生
湛偉民先生
張秀娟小姐
談美琪小姐

基督教聯合醫院副行政總監
基督教聯合醫院行政事務總經理
基督教聯合醫院高級院務經理(策劃及籌備)
基督教聯合醫院高級行政經理(機構傳訊)

議項 IV

劉詠妍女士

運輸署工程師/觀塘 2

議項 V

缺席者

陳易舜先生

梁凱晴女士

主席歡迎各位議員和政府部門代表出席第六屆觀塘區議會第十一次全會會議。

議項 I – 通過會議記錄

2. 委員並無提出其他意見，上次會議記錄獲得通過。

議項 II – 地區康健中心計劃 – 觀塘「地區康健站」 (觀塘區議會文件第 18/2021 號)

3. 主席歡迎食物及衛生局(下稱「食衛局」)基層醫療健康辦事處處長蔡宇思醫生、食衛局地區康健中心總監胡仰基先生、食衛局副顧問醫生(基

13. 食衛局基層醫療健康辦事處處長及那打素社康服務高級服務經理感謝議員的查詢及意見，回應如下：

13.1 永久選址中心問題：食衛局指出地區康健站屬過渡性質。將來地區康健中心標書要求設有七個附屬中心地點，包括觀塘及九龍灣商貿、觀塘中、觀塘南、觀塘西、藍田、秀茂坪和四順。日後會鼓勵營運機構建議及提供更多服務點。

13.2 與長者中心合作問題：食衛局表示該局已與區內長者中心商討合作。現時長者中心推行一般健康教育，或未能針對市民個別的醫療狀況提供直接及專業諮詢建議。在這方面雙方開始溝通，並建立互相轉介的機制，有關機制日後會引入長者中心。針對隱蔽長者，他們與長者中心已探討建立長久關係的可行性，以更進一步提供支援服務。另外，亦已與衛生署的長者醫療建立一個互相合作及轉介的機制，以加強對長者的支援。

13.3 外展服務問題：食衛局會與營運機構持續探討外展服務，尤其屋邨社區中心。營運機構現正緊密籌備十月份投入服務的事項，開始斟酌細節，屆時會增加透明度，並公佈更多資訊。

13.4 預約系統問題：市民可在電話、手機程式或網上預約，並接駁到政府的登記系統。每一個個案都有個案經理跟進，按照病人情況安排流程、擬定時間表和地點去接受服務。

14. 食衛局地區康健中心總監補充回應：他表示康健站設立服務點並非「判上判」模式。今次計劃會由基督教聯合醫務協會營運，而九個服務點也是經由該會營運。每星期開放六天，包括星期六。每晚只可以提供服務到晚上八時，而每一個星期有兩晚開放至晚上九時。至於星期日或公眾假期是否開放，則要視情況而定。經費方面，康健服務點暫時是一個過渡安排，每年經費大約 1,800 萬。

議項 III – 茶果嶺村公營房屋發展項目及前茶果嶺高嶺土礦場第二期發展項目

(觀塘區議會文件第 19/2021 號)

15. 副主席歡迎規劃署署理九龍規劃專員馮志慧女士、規劃署高級城市規劃師/九龍 5 關嘉佩女士、規劃署城市規劃師/九龍 6 陳俊琰先生、土木工程

拓展署（下稱「土拓署」）總工程師/南 1 楊創德先生、土拓署高級工程師/2(南) 潘國忠先生、土拓署工程師/10(南) 文子君女士、地政總署高級產業測量師/土地徵用 1 李秀萍女士、地政總署高級經理/清拆 梁發先生、艾奕康有限公司執行董事 何智聰先生 及艾奕康有限公司助理董事 羅健華先生 出席是次會議。

16. 土拓署及規劃署代表介紹文件，並以電腦投影片介紹該發展項目的背景和詳情，以及就《茶果嶺、油塘及鯉魚門分區計劃大綱核准圖編號 S/K15/25》的擬議修訂項目詳情。

17. 就有關議項，委員及主席提出的意見及查詢如下：

17.1 謝淑珍議員表示(i)相關發展項目推算將為該區帶來約二萬人口，擬建公營房屋的位置亦鄰近港鐵站，故建議政府部門與港鐵相關部門溝通，於該處加設港鐵出入口，方便居民；(ii)計劃中未有提及街市設施，建議為公屋居民增設街市；及(iii)希望停車場能設置電動車充電器，配合推廣環保。

17.2 柯創盛議員(i)指出部門擬於該發展項目中興建一條新的雙線雙程行車通道，及進行三個路口的改善工程，但他認為這種細微的改善措施未必能解決茶果嶺因發展而引起的交通問題。現時油塘灣有不少發展項目，三家村亦有不同的房屋發展，若單只採取改善行車路及路口的措施，未必能有效解決屆時油塘交通擠塞的情況，故他希望部門根據該處的交通影響評估而採取有效的解決方案。就此，他建議在新發展地區興建高架橋接駁至觀塘繞道，從而令現時的茶果嶺道交通不受新發展的影響；另外他建議擬建公屋項目能與港鐵站接駁，以便利該處的居民；(ii)關注受該項目影響的茶果嶺居民的賠償及安置問題，他期望政府能多聆聽不同持分者的意見，更人性化地作出處理，如在免入息審查方面可參照新界東北發展區的安排，不能較以往安置賠償的安排為倒退；(iii)整體發展方面，現時油塘的人口已接近十萬人，他預見茶果嶺發展項目或是整個油塘發展項目落成後，混凝土廠會繼續嚴重困擾油塘區街坊，故希望政府能果斷地處理混凝土廠所帶來的污染問題，以及即時處理搬遷混凝土廠的選址；及(iv)期望政府能於以上幾點作出安排以更貼近市民的需要，亦應諮詢不同持分者的意見。

17.3 王偉麟議員表示聽聞整個計劃並沒有事先諮詢當地居民，只舉辦了晒草灣地區簡介會，但既然計劃已勢在必行，期望當局能做好安

置配套：(i)交通方面，現時茶果嶺道於日間十分擠塞，不相信部門因應交通影響評估而建議的改善措施可有效解決該處的交通情況，因兩線行車一定會出現問題；(ii)安置居民方面，現時茶果嶺的原居民已居住該處多年，他們要求免資格審查公屋十分合理，亦是政府對原居民的一份尊重；(iii)擬建政府聯用綜合大樓的位置方面，現時計劃座落於繁華街，五分鐘路程已可到達晒草灣社區中心、麗港城巴士總站，以及容鳳書健康院，他建議將綜合大樓位置往南遷到靠近天后廟的位置，方便油塘及茶果嶺兩邊的居民；及(iv)泊車位方面，議員查詢部門是否仍是根據二十多年前的準則去訂立泊車位數目。現在油塘油麗邨一帶、油塘道及茶果嶺道附近常常泊滿車，正正是因為當年根據規劃標準而訂立的泊車位不足所導致的，故希望新的發展計劃可於標準之上再增加泊車位數目。

- 17.4 呂東孩議員(i)關注居民受影響的情況，因為茶果嶺有數百年歷史，居民也在當地居住了數代，多少會累積一定財富。如政府進行經濟審查，他們將會失去居住公屋的機會，這對於他們並不公平，故希望政府能認真考慮此方面，或推行特別安排；(ii)表示居民提出原區安置的訴求，因他們習慣居住在觀塘區，不希望遷至其他地區；(iii)指出區內有不少歷史建築物和物品，如羅氏大屋、求子石、龍舟等，石礦場二期中亦涉及一些祖墳，希望政府能妥善處理它們，維護其權益；(iv)指出茶果嶺鄉民聯誼會的會所已有接近七十年歷史，具有鄉公所用途，為社會作出了很大貢獻，期望推展本次發展項目之時能將聯誼會重置，這也是居民的一大訴求；(v)因茶果嶺現時發展的區域距離港鐵站較遠，可謂較孤立的社區，所以其配套設施應更為完善。他同意文件內有關社區設施的安排，同時要求建設圖書館及濕貨街市。這是考慮到前高嶺土用地的發展與麗港城的居民後，整區擁有數萬人口，需要解決區內的生活設施問題；(vi)同意於第二期發展項目建設道路到茶果嶺道，因可紓緩麗港城的交通壓力，而擴闊繁華街亦是有必要的；(vii)指出日後 T2 主幹路會於茶果嶺道興建出口，將吸引不少車輛使用茶果嶺道，故希望從油塘到麗港城的路段能加以擴闊，甚或考慮興建高架路連接觀塘繞道；及(viii)認為發展項目需考慮海濱的因素。

- 17.5 黃啟明議員(i)表示除了文件中提到的項目附近的交通應作改善外，觀塘區內整體的交通亦需關注。因觀塘人口眾多，若不能同步發展觀塘主幹道，將會令該區的交通負荷越來越重。他提議於高山的地區建設鐵路，認為這是解決市中心交通壓力的最佳方法。他支持項目的整體發展，但希望部門能以更宏觀的角度看待發展項目，既要

解決住屋問題，但交通問題亦不能忽視；(ii)認為應更美化觀塘海濱，使區內的居住環境更好；及(iii)查詢 T2 主幹路能否用作疏導交通。

- 17.6 龐智笙議員表示已於預備會議中提出意見，希望於茶果嶺的發展項目中不應只集中討論房屋發展。他對運輸署於茶果嶺附近的交通評估抱懷疑態度，認為現時茶果嶺道的交通情況已非常不理想。未來區內將增加兩萬多人，違泊等交通問題變數十分大。會議文件中只能看到房屋署著墨於未來的規劃，而運輸署對附近道路的改善建議並不足夠，不足以改善當區的交通情況。
- 17.7 李煒林議員樂見茶果嶺邨的未來發展，對此項目表示支持，但有不少事項需要關注：(i)單是 Koko Hills 已有六千多人，此新計劃亦會增加一萬九千多人，再加上鄰近的麗港城有二萬五千多人，未來預計此區域將有五萬多人，他認為政府應關注該區的交通評估；(ii)對建設雙程行車路表示支持，認為措施確實能紓緩茶果嶺道的交通，Koko Hills 的住戶未來也能使用此道路進出，不需要經過麗港城，可大大紓緩麗港城的交通，唯一關注的是其啟用日期，最早可能也需要等待至 2029 或 2030 年，希望政府部門於可行情況下能提早開通此道路供市民使用；(iii)關於公共交通運輸交匯處，擴闊繁華街固然有用，但當時收地未涵蓋該地段，而後方有不少車房和洗車公司，該處本來的違泊問題已十分嚴重，部門須加緊留意；(iv)關注居民的安置情況，政府部門應作適當的處理。議員又提出幾個要求，包括：(i)晒草灣上方將進行一地多用的措施，有機會建設停車場，但這並不足夠。因茜發道和茶果嶺道的違泊問題十分嚴重，此項目除了附屬車位外，應要再多設一個公眾停車場；(ii)爭取興建街市，因如此龐大的人口數量應有足夠設施供市民買菜，建議政府參照荔枝角海達邨的模式，由香港房屋協會（下稱「房協」）協助興建及管理街市，令市民能夠購買價廉物美的食物同時，又能促進本地商販就業；(iii)如果於發展項目處能興建港鐵站固然最好，但他明白機會未必太大，所以建議藍田港鐵站新增無障礙設施出口至該擬建公屋項目，因該區的人口開始老化，增加的人口亦會加重港鐵站的人流負擔；及(iv)海濱應設有公園，而非用作興建職業訓練局。

18. 規劃署署理九龍規劃專員回應議員的查詢如下：

- 18.1 關於興建街市的建議：署方曾與食物及環境衛生署（下稱「食環

署」) 初步討論，食環署表示不打算在擬議發展項目內興建街市。茶果嶺村公營房屋發展項目將由房協推展，署方正與其商討於茶果嶺村發展內提供街市的可行性；至於前茶果嶺高嶺土礦場第二期發展項目將屬房屋署管理，該署表示因發展的規模較小，按現時初部規劃只會預留商鋪的位置售賣糧油或一般日常食品。署方會繼續與房協商討，希望儘量能於茶果嶺村發展提供街市。

18.2 關於興建圖書館的建議：署方會再與相關部門磋商。

18.3 關於重置茶果嶺鄉民聯誼會的建議：署方表示備悉，並會與相關部門商討，同時會與房協討論於茶果嶺村發展中預留地方以作重置聯誼會的可能性。

18.4 關於觀塘海濱的建議：觀塘海濱位於茶果嶺的一段於數年前已被預留作職業訓練局新校舍發展的校址，職業訓練局會同時負責興建一條 4.5 公頃的海濱長廊，並交由康樂及文化事務署管理，其發展時間表則有待職業訓練局檢視。

19. 土拓署高級工程師/2(南)回應議員的查詢如下：

19.1 交通運輸方面的問題：(i)在可行性研究的過程中，署方進行了交通及運輸影響評估，影響評估已諮詢了運輸署並獲得同意。有關評估已將已經規劃及正在規劃的鄰近發展項目和它們擬議的交通改善措施一併納入考慮之中。評估亦同時考慮到觀塘區將來會落成的新建道路如 T2 主幹路、茶果嶺隧道等。與此同時，署方在參考了早年觀塘區議會的意見後，建議在茶果嶺村發展項目中興建一條新的雙線雙程行車通道，連接茶果嶺高嶺土發展項目至茶果嶺路，減少新發展項目的車輛取道麗港城一段茜發道；(ii)於中短期的交通改善措施，土拓署獲悉運輸署早前曾向區議會簡介了觀塘區整體交通上的規劃，亦會於當日會議稍後的項目中再加以討論；(iii)關於能否增加港鐵出入口，署方表示現時的規劃上沒有此打算。但在政府聯用綜合大樓的地方，建議興建一條新的行人天橋及升降機，以連接茶果嶺村發展項目至前高嶺土礦場發展項目，及藍田港鐵站。(iv)至於會否有新的道路接駁到觀塘繞道，署方表示發展項目中沒有此規劃。

19.2 關於將政府聯用綜合大樓向南移至靠近天后廟的建議：署方與房協的初步構思是希望在麗港城及茶果嶺邨的發展項目之間，以一

座高度較低的綜合大樓來加以分隔，減少在景觀上的壓迫感。

19.3 關於現有古蹟/文物保育方面：署方表示政府的政策為儘量原址保留具歷史價值的建築或文物。房協已同意將羅氏大屋和求子石原址保留，並會安排活化工程；至於其他一些具有歷史價值的建築或文物，如龍舟等，署方會與房協商討能否保留或收藏於屋村的範圍內，日後向公眾展示，方便市民了解茶果嶺村的歷史。

20. 規劃署署理九龍規劃專員補充關於油塘混凝土廠的問題，表示政府現正於將軍澳第 137 區覓地以作搬遷；至於位於前高嶺土礦場用地上的祖墳的問題，因正牽涉一宗法律訴訟，故不作討論。

21. 地政總署高級經理／清拆回應議員要求原區安置居民以及免經濟狀況審查入住屋委員的公屋，表示根據香港房屋委員會租住房屋小組委員會於 1998 年通過，因政府清拆行動而須遷置人士的安置資格準則與公屋申請者的資格規則劃一。有關政策為確保有限的公屋資源用於安置真正有需要但無法負擔其他類別房屋的家庭。因此，一如其他公屋申請者，受政府發展清拆影響的人士亦必須通過房委會的入息及資產審查才可獲分配入住公屋。此外，房委會有既定的政策編配單位，任戶可提出其意願，房委會會按機制處理。除繼續由房委會提供須通過經濟審查安置的選項外，政府在 2018 年 5 月引入免經濟審查的安置選項，讓符合相關資格住戶可以毋須通過經濟狀況審查，獲安置至由房協興建和管理的專用安置屋邨，該屋邨會提供出租及資助出售單位。住戶需在 1982 年已登記的寮屋或持牌構築物居住，並且在緊接政府進行清拆前登記之前連續於該等構築物居住滿最少七年，和符合房協的其他資格準則，方可受惠。

22. 議員的跟進提問如下：

22.1 李煒林議員對於部門的回應指有天橋或道路讓居民進出，提醒剛才要求藍田港鐵站要有一個新的無障礙設施出口，因上上落落對傷健人士很不方便，在 D 出口亦需要等待港鐵公司的車輛接載。若規劃發展或在附近覓地時能增設一個新的無障礙設施出口會更方便，亦可疏導人流。

22.2 蘇冠聰議員表示：(i)發展其中一個最重要的部分是要處理村民，若政府半步不讓，將無法遷走居民，即使發展完美亦沒有用。他希望部門可讓步，亦需注意居住多年的居民；(ii)交通方面，在討論高嶺土時，曾要求雙向行車的茶果嶺道。當時的第二期發展為「住

宅（乙類）」地帶的低密度住宅，現時則改成「住宅（甲類）8」地帶，但沒有連接港鐵站，只靠一條天橋接駁，這如同觀塘山上安達、安泰只靠一條天橋接駁到相鄰的屋邨。他詢問若將來有長者或傷健人士入住的處理方法，並指出其他議員一直建議有港鐵接駁該區會更方便。以上區域所有交通集中到已非常繁忙的觀塘市中心或油塘。同時，港鐵觀塘線亦非常擠塞，沒有東九龍鐵路線，山上的居民只有到市中心出入觀塘區，令觀塘、藍田及九龍灣港鐵站都非常擠塞。縱使他明白很多等候公屋的市民都很焦急，但若不興建鐵路，很難令他同意房屋發展計劃。他補充，2014 年開始討論東九龍鐵路線，現時已是 2021 年，之前的報告認為計劃有困難但可行，現在卻表示有技術困難。他認為房屋發展計劃有需要做好，但要先做好規劃以及處理居民關注的問題。

- 22.3 呂東孩議員認同部門回應有關於設置圖書館、濕貨街市、重置茶果嶺鄉民聯誼會會所、保留區內歷史建築物如龍舟、求子石等安排。但對安置村民的訴求沒有任何讓步，例如免經濟入息審查及原區安置，則表示不滿。他表示房協的屋苑範圍很窄，租金亦貴，買樓的條件苛刻。村民認為房委會的公屋會有較多選擇，甚至可原區安置，租金亦較便宜，希望部門可繼續研究居民的訴求。
- 22.4 王偉麟議員對沒有免資格審查感到失望，認為管治藝術需要妥協和讓步。居民居於該處幾十年，政府部門應該體恤他們的情況而作出人性化的讓步，而非根據條例讀出便是依法施政和有效施政。議員認為現時香港的社會局面其實正因政府不願意讓步，不會代入市民的想法。
- 22.5 陳汶堅議員表示規劃署沒有解釋清楚交通問題的處理便是失職。若以解決居住問題為理由而不斷增加人口，卻不推行相應交通改善措施會令整個觀塘的交通問題惡化，遷至該區的新居民會成為新的受害者。他認為規劃署過往的交通評估亦不準確，每次均表示可解決交通問題。例如，規劃署曾指興建 MegaBox 會有一千個車位解決泊車問題，或 apm 附近進行改善措施後可解決開源道迴旋處阻塞問題，但兩者結果皆不理想。規劃署是處理整個問題的部門，但成果未如理想，既沒有興建新鐵路，又經常指藍田隧道、將軍澳隧道和 T2 主幹路可解決交通問題。他指出有些交通問題在發展之前已經存在，而將軍澳人口卻不斷增加。他補充二十年前，觀塘區議會已討論通往將軍澳的道路，現在經過二十年才興建並不是解決問題，只是補償之前沒有做好的工作，問題更是不斷在惡

化。至於居民要求賠償，實是理所當然。他表示若規劃署沒有一個良好的規劃及妥善的安置，他不會支持建議。

- 22.6 尹家謙議員表示預備會議時曾提出各部門各自為政，認為這個發展項目對觀塘區的影響很大，除了興建樓宇外，亦有大批居民需要搬遷。若規劃署不能解答所有問題，應邀請相關部門參與下一次會議。若果只由規劃署決定清拆並興建樓宇後，再交給運輸署及食環署等部門解決後續問題，做法並不理想，亦很難說服議員支持。另外，他詢問署方會否對茶果嶺居民關注組遞交的信件上的三個訴求有承諾。
- 22.7 龐智笙議員補充，發展計劃中包括興建政府聯用綜合大樓，而整個油塘灣、油塘及麗港城的人口正在不斷增加，這類綜合大樓的設施將極度影響區內居民的生活。剛才李煒林議員提到希望增加一個額外的停車場，以解決未來人口膨脹所衍生的車量或違泊問題。他希望規劃署將油塘至麗港城的一些政府土地或設施，以無縫交接的形式放入綜合大樓，以釋放較舊的社區設施出來重新規劃，讓該地方可有更多功能，方便居民。由於現時人口不斷增長，圖書館或其他設施如街市等亦不足夠。油塘街市不足夠居民使用已討論多年，但也沒有新選址讓居民可以有多一個濕貨街市。他希望政府規劃時可以看得遠一點，並優化這類設施。
- 22.8 張敏峯議員表示希望署方考慮居民本身，政府經常表示以人為本，因此清拆了居民家園後應安排地方安置他們，或提供免入息審查。市民沒有地方居住亦非政府樂見。另外，他曾於預備會議表示擔心交通問題。假若觀塘區人口再多二萬人，會令茶果嶺道早上的交通更擠塞，認為規劃署的研究不足夠。剛才部門回應指暫時不會有港鐵站，他認為要考慮市民通勤的辛苦，居民出入不便會讓人認為政府做得不足。他表示支持興建樓宇，但交通、安置及居民的生活仍未做好，希望可先處理人的問題。
- 22.9 莫建成議員表示希望聽到政府安置及補償村民，但卻只聽到網上已可查閱的文件，認為旁聽席的茶果嶺居民希望聽到政府部門如何妥善安置及作出補償，他們今天應該很失望。他指不同區議員都提到，要發展一個地方要先解決現時居民的需要，否則不能發展。若不讓步又希望清拆，實屬天方夜譚。他表示觀塘區泊車位一直嚴重不足，希望有一個公眾停車場，以解決現時整個觀塘區面對的問題。政府部門每次均表示希望發展某空間，卻沒有看到整個社區的

需要，以及整個觀塘南，包括油塘、藍田的發展。政府在油塘、藍田區有不少地盤正在或將會動工，亦有一些私人土地由私人發展商發展。他詢問整個發展區是否能容納所有地盤入伙後的人口，並表示預視不到將來整個觀塘南的情況。他作為一個油塘居民，這十幾年飽受困擾。他同意部門進行規劃及發展，但希望不會令現時及新搬入的居民辛苦，交通問題亦應解決。綜合設施大樓方面，早前因追趕進度，故放入一些安老院舍、弱智人士宿舍等。按安泰邨的經驗，服務設施大樓放置了這些設施後，在地的街坊反而缺少適合他們的地區設施。他希望政府能取得一個平衡，讓區內的街坊都能使用配套設施，亦能追趕進度，例如可增加地積比例，興建少一點樓宇。

23. 主席表示留意到觀塘區議會過去對於區內交通的發展很關注。另一方面，區議會很關心居民的安置，早前在居民大會中有居民表示擔憂需進行入息審查才可居住公屋。他認為茶果嶺村是一條歷史悠久的村，居民落地生根了幾代人，若因薄有資產而喪失安置的機會，是一個比較不近人情的做法。而其他區議員指出將來的規劃，如街市、商場、天橋的問題，則可下一步處理。另外，他憶述規劃署早前於晒草灣鄰里社區中心就茶果嶺寮屋區重建舉行的簡介會上所提供的資料，有關發展項目最快會在 2025 年開始土地平整，並會在之前進行收地工作。社區規劃設施方面，各議員已充分表達了意見，他請秘書以書面形式向相關部門表達大家希望新社區應有的設施，如港鐵站出入口接駁位。請各議員將意見向秘書反映，秘書會再向相關部門反映。交通問題方面，則需要再研究。居民安置問題方面，亦希望部門再研究。

(會後備註：秘書處已於 2021 年 8 月 16 日就上述事宜去信土拓署。)

24. 規劃署署理九龍規劃專員回應指明白議員的關注，社區設施方面，委員的要求未必一定可以全部落實，但會和土拓署及其他部門跟進。署方會在收到區議會的信件後，轉交相關部門以認真考慮在綜合大樓內提供一些適切的設施，可讓現有及將來的居民使用，希望綜合大樓可以便利地服務當區的居民。街市方面，房協曾表示會考慮在茶果嶺村公營房屋發展項目提供街市，惟需再詳細設計。

25. 主席提醒地政總署代表，《土地收回條例》的確賦權政府部門做很多事，但茶果嶺村是一條很有歷史的村，很多人世代代在此居住，他們的生存是應該被尊重。居民只是要求一間公屋或一個讓他們安居樂業的地方，他認為是政府應做的事，希望部門可以幫忙，讓項目可以順利推行。現時，

這個項目只是剛剛開始，新的人口凍結亦未進行，區議會將繼續跟進。部門若有最新的安排或措施，請適時向居民及議會交流及報告。

26. 議員備悉文件。

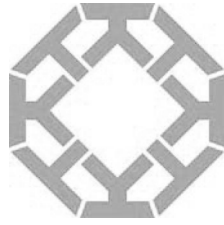
觀塘區議會

九龍觀塘觀塘道 392 號創紀之城 6 期 20 樓 05-07 室

觀塘民政事務處

傳真：2174 6765

2152 2015



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2152 2015

檔 號 Our Ref. HAD KTDC 13/25/1 Pt.5

來函檔號 Your Ref.

致： 九龍油麻地海庭道 11 號
西九龍政府合署南座 6 樓
土木工程拓展署
南拓展處南發展部 1
總工程師/南 1
楊創德先生
(傳真號碼：3104 2175)

楊先生：

**有關茶果嶺公營房屋發展項目及
前茶果嶺高嶺土礦場第二期發展項目的意見**

就有關茶果嶺公營房屋發展項目及前茶果嶺高嶺土礦場第二期發展項目的規劃事宜，土木工程拓展署、規劃署及地政總署的代表出席 2021 年 7 月 6 日的觀塘區議會第十一次大會會議，向議員介紹該項目的最新規劃及發展。議員於會上要求相關部門在規劃時須為當區居民提供足夠社區設施和服務，本處現將議員意見綜合如下：

- (i) 為避免因新增居民和車流數目而導致油塘區道路交通擠塞，議員要求有關部門為當區進行詳細的交通評估和制定相應措施，建議可考慮擴闊由油塘至麗港城一段的茶果嶺道，以及新建高架橋接駁當區道路至觀塘繞道。
- (ii) 議員要求增建通道連接項目中新建公營房屋至地鐵站出入口，並提供無障礙設施，以方便居民乘坐交通工具。
- (iii) 項目中計劃興建的一幢政府聯用綜合大樓，須配合附近現有的其他社區設施，讓當區居民可便利地使用各類社區設施和服務。
- (iv) 項目中的公營房屋須設有圖書館和包括濕貨的街市設施，以應付居民的日常需求。
- (v) 項目中應增設公共停車場及私家車泊車位的數目，所提供的

泊車位數目應較《香港規劃標準與準則》為高，以應付當區因新發展項目而增加的泊車需要及改善違例泊車的情況。

- (vi) 項目中的公營房屋停車場內應設有電動汽車充電裝置，以推動環保。
- (vii) 油塘區內的混凝土廠鄰近民區，其產生的污染影響當區包括項目中新建公營房屋的居民，議員因此要求有關部門儘快安排重置混凝土廠。

議員於會上委託本處向貴署及其他有關部門反映議員的關注，並就議員的意見提供書面回覆。

如有查詢，請致電 2171 7443 與觀塘區議會秘書周立根先生聯絡。

觀塘區議會秘書



2021 年 8 月 16 日

副本送：

規劃署署理九龍規劃專員 馮志慧女士
(傳真號碼：2894 9502)
地政總署高級產業測量師 李秀萍女士
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觀塘區議會

九龍觀塘觀塘道 392 號創紀之城 6 期 20 樓 05-07 室

區議會秘書周立根先生

(傳真號碼: 2152-2015)

周先生:

有關茶果嶺村公營房屋發展項目及
前茶果嶺高嶺土礦場第二期發展項目的意見

閣下於二零二一年八月十六日發給本處的來函，已經收悉。對於所提出的意見，我們在綜合了規劃署、香港房屋委員會（房委會）、香港房屋協會（房協）及其他有關部門的回應後，現回覆如下：

- i) 在可行性研究中，我們已為茶果嶺村發展項目及前高嶺土礦場第二期發展項目進行了初步的交通影響評估。根據這次交通影響評估的結果，在進行了相關（包括在這兩個發展項目及鄰近項目中）擬議的交通及路口改善工程後，這兩個發展項目的落成不會為將來的道路網絡帶來負面的交通影響。

而在茶果嶺村發展項目中的主要交通改善措施，包括興建一條新的行車道以連接前高嶺土礦場發展區直達茶果嶺道。這條新的行車路將舒緩茜發道/茶果嶺道路口近麗港城的交通，來往前高嶺土礦場發展項目的車輛可以使用這條新路通往近海濱的茶果嶺道，而無需使用茜發道。

- ii) 為了配合預期新增人口對公共運輸服務的需求，我們建議在茶果嶺村發展項目內的「政府聯用綜合大樓」的地面層，興建一個新的公共運輸交匯處。此外，為了提升茶果嶺村發展區與附近地點的行人通達性及方便行人往來，我們建議興建一條新的行人天橋以連接茶果嶺村發展項目至前高嶺土礦場發展項目。
- iii) 為滿足未來發展帶來的新增人口及地區需求，當局採取多管齊下的方式提供適切的社區設施。除了在兩個公營房屋發展內提供包括安老、幼兒及康復等的社會福利設施外，在茶果嶺村發展項目

範圍的北端，亦預留了土地興建一幢「政府聯用綜合大樓」，並根據「一地多用」的原則，初步構思提供包括體育館、衛生署設施、社會福利設施及公共交通交匯處等社區設施和服務。對於綜合大樓內的設施，我們持開放態度聽取地區意見。就議員所提出的圖書館設施及公眾停車場等建議，我們已轉交有關部門備悉，稍後也將交予日後政府聯用綜合大樓的項目倡議者作考慮。項目倡議者將在詳細設計階段按「一地多用」原則與相關政府部門作進一步磋商，以敲定詳細設計方案。

- iv) 根據房協的回覆，他們會考慮在茶果嶺村發展項目中提供適當規模的濕貨街市，以服務區內居民。至於在「政府聯用綜合大樓」內提供公共圖書館設施的建議，可參閱上文第(iii)點的回覆。
- v) 無論是茶果嶺村發展項目，或是前高嶺土礦場第二期發展項目，都會根據《香港規劃標準與準則》內的泊車位參數作為兩個公營房屋發展項目內附屬停車位的規劃指標。至於在發展區內提供公眾停車場的建議，可參閱上文第(iii)點的回覆。
- vi) 根據房協的回覆，茶果嶺村公營房屋發展項目內的附屬泊車位將設於地庫，以及會配備電動汽車充電裝置。至於前高嶺土礦場第二期發展項目，根據房委會的回覆，他們在新建公營房屋室內停車場內的 30%私家車泊車位將安裝標準充電器，而其餘 70%私家車泊車位亦具備可為電動車輛提供充電設備的基礎條件（包括配電板、配電箱、電纜、管道和線槽），和預留位置供日後安裝充電插座。至於室外停車場，房委會會為室外泊車位預留足夠供電量和地下導管，以作日後安裝充電設施之用。
- vii) 有關於重置油塘區內的混凝土廠，我們已將有關建議轉交發展局工務科跟進。他們會直接回覆觀塘區議會有關於此事的查詢。

如有任何進一步的查詢，歡迎致電3842-7011與本人聯絡。

土木工程拓展署
南拓展處處長

(潘國忠  代行)

二零二一年九月六日

**Harbourfront Commission
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing**

Minutes of Fortieth Meeting

Date : 2 September 2021
Time : 1:30 p.m.
Venue : Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

Present (in person)

Prof Becky LOO	Chairlady
Mr Vincent NG	Chairman, Harbourfront Commission
Mrs Margaret BROOKE	Representing Business Environment Council
Mr Sam CHOW	Representing the Chartered Institute of Logistics and Transport in Hong Kong
Mr Jacky CHEUNG	Representing Hong Kong Institute of Architects
Mr Joel CHAN	Representing Hong Kong Institute of Urban Design
Ir Ringo YU	Representing Hong Kong Institute of Engineers
Ms Sam LOK	Representing Hong Kong Institute of Planners
Dr CHUNG Shan-shan	Representing The Conservancy Association
Mr Jeff TUNG	Representing Real Estate Developers Association of Hong Kong
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour

Present (online)

Ms Iris HOI	Representing Hong Kong Institute of Landscape Architects
Ms Christina LEE	Individual Member
Mr NGAN Man-yu	Individual Member

Official Members (attending in person)

Mr Vic YAU	Deputy Secretary for Development (Planning & Lands) 1, Development Bureau (DEVB)
Mr Clarence YEUNG	Chief Engineer/South 1, Civil Engineering and Development Department (CEDD)
Ms Phyllis SO	Chief Executive Officer (Planning) 3, Leisure and Cultural Services Department (LCSD)
Ms Katy FUNG	District Planning Officer/Kowloon (Acting), PlanD
Ms Angora NGAI	Secretary

Official Members (attending online)

Ms Anny TANG	Senior Manager (Tourism) 21, Tourism Commission (TC)
Mr Vincent CHOW	Senior Engineer / Kowloon District Council, Transport Department (TD)

In Attendance

Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour), DEVB
Mr Steven LEE	Assistant Secretary (Harbour) 2, DEVB
Mr William CHAN	Project Manager (Harbour), DEVB
Mr Carlos FUNG	Senior Engineer (Harbour) 1, DEVB
Mr NG Shing-kit	Senior Engineer (Harbour)2, DEVB

Absent with Apologies

Sr Francis LAM	Representing Hong Kong Institute of Surveyors
Dr Vivian WONG	Representing Friends of the Earth (HK) Charity Limited
Ir Janice LAI	Individual Member

For Agenda Item 4

Ms Jessie KWAN	Senior Town Planner/Kowloon 5, PlanD
Mr Peter POON	Senior Engineer/2 (South), CEDD
Mr Oliver LAW	General Manager (Planning & Development), Hong Kong Housing Society (HKHS)
Mr FU Yee-ming	Senior Manager (Planning & Development), HKHS

For Agenda Item 5

Ms Dickie LEE	District Leisure Manager (Tsuen Wan), LCSD
Ms Jackie LEE	Senior Project Manager 330, ArchSD
Ms Vivian LAI	Project Manager 352, ArchSD
Mr Alfred YUEN	Architect, Chows Architects Limited

Welcoming Message

Mr Vincent NG, Chairman of the Harbourfront Commission (HC), welcomed all to the meeting, in particular the following new Members who were appointed on 1 July 2021 and attending the Task Force meeting for the first time-

- (a) Mr Joel CHAN Cho-sing, Representing Hong Kong Institute of Urban Design;
- (b) Mr Sam CHOW Man-sang, Representing the Chartered Institute of Logistics and Transport in Hong Kong;
- (c) Mr Jacky CHEUNG Hoi-fo, Representing Hong Kong Institute of Architects;
- (d) Ir Ringo YU Shek-man, Representing Hong Kong Institution of Engineers;
- (e) Mr Jeff TUNG, Representing the Real Estate Developers Association of Hong Kong; and
- (f) Professor Becky LOO Pui-ying has also been appointed as individual member since 1 July 2021.

He also informed the meeting that -

- (a) Ms Phyllis SO, Chief Executive Officer (Planning) 3 of the Leisure and Cultural Services Department (LCSD), attends on behalf of Mr Homan CHAN, Assistant Director (Leisure Services)1;
 - (b) Ms Katy FUNG, District Planning Officer/Kowloon of the Planning Department (PlanD), attends on behalf of Mr Derek TSE, District Planning Officer/ Tsuen Wan & West Kowloon;
 - (c) Mr Vincent CHOW, Senior Traffic Engineer of the Transport Department (TD), attends on behalf of Mr Gary WONG, Chief Traffic Engineer /Kowloon; and
 - (d) Ms Anny TANG, Senior Manager of the Tourism Commission (TC), attends on behalf of Mr Anson LAI, Assistant Commissioner for Tourism 2.
-

~~Item 1 Election of the Task Force Chairman~~

- ~~1.1 Ms Christina LEE nominated and Mr Jeff TUNG as well as Mr Paul ZIMMERMAN seconded Prof Becky LOO to be the Chairlady of the Task Force. Prof Becky LOO accepted the nomination and officially took over the chairmanship of the meeting.~~

~~Item 2 Confirmation of Minutes of the 39th Meeting~~

- ~~2.1 The Chairlady informed Members that the draft minutes of the 39th meeting were circulated on 27 August 2021. No comment had been received from Members. There being no further amendment, the draft minutes were confirmed at the meeting.~~

~~Item 3 Matters Arising~~

- ~~3.1 No matters arising were raised at the meeting.~~
-

Item 4 Proposed Public Housing Developments at Cha Kwo Ling Village (CKLV) and Ex-Cha Kwo Ling Kaolin Mine Site (Ex-CKLKMS) Phase 2 Development, and Proposed Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/25 (Paper No. TFK/02/2021)

Introduction

- 4.1 **The Chairlady** welcomed representatives of the Planning Department (PlanD), Civil Engineering and Development Department (CEDD) and Hong Kong Housing Society (HKHS) to the meeting and invited Members to declare any conflict of interest.
- 4.2 **Mr Joel CHAN** declared that he was involved in the proposed development of New Campus of Vocational Training Council at Kowloon East (Cha Kwo Ling) which included the waterfront promenade along Cha Kwo Ling. **The Chairlady** decided that Mr CHAN could stay at the meeting but should refrain from giving comments on the project.
- 4.3 Upon **the Chairlady's** invitation, **Ms Angora NGAI** briefed Members on the background of the project as follows:

- (a) Members of the Task Force were briefed on the findings of

the planning review on the Ex-Cha Kwo Ling Kaolin Mine Site (Ex-CKLKMS) on 22 January 2013, including the proposed use of the upper part of the site for medium-density private housing development. Members commented on the monotonous appearance of the buildings and suggested removing one or two buildings while slightly increasing the building height for the remaining blocks to improve the overall visual effect of the proposed development;

- (b) due to the changes in planning circumstances and societal needs, including the acute and continuous demand for public housing and various Government, institution or community (GIC) facilities, and improved local traffic capacity, CEDD has conducted the Design Review to examine the scope to increase development intensity for the Ex-CKLKMS Phase 2 Development for the high-density public housing development; and
- (c) in the 2019 Policy Address, the Government put forward the proposal to resume private land in Cha Kwo Ling Village (CKLV) squatter area for high-density housing development, with a view to expediting the development of the area and rebuilding a new community mainly comprising public housing and GIC facilities. CEDD commenced the Feasibility Study (FS) in May 2019 to investigate the long-term land use of CKLV and the details of site formation and infrastructure works required.
- (d) As the FS and the Design Review were substantially completed, CEDD would like to brief members the results of these study and review, including the development proposals at CKLV Development and Ex-CKLKMS Phase 2 Development. PlanD would brief the proposed OZP amendments with stipulation of appropriate development restrictions for taking forward the development proposals.

Presentation by the Project Proponent

4.4 With the aid of a PowerPoint, **Ms Jessie KWAN** presented to Members the proposal.

Discussion

Proposed Plot Ratios and Building Heights

4.5 **Mr Vincent NG** expressed understanding of public's demand for

housing. Despite the proposed maximum domestic/non-domestic gross floor area (GFA) of 227,250m²/30,300m² (equivalent to plot ratios of 7.5 and 1 respectively) and maximum building heights to the proposed CKLV development were 110mPD fronting the waterfront and 130mPD approaching to inland side which were relatively high to the general standard to harbourfront areas, he considered that the proposed plot ratios and building heights were still acceptable. He appreciated efforts made by the project team to follow the stepped building height profile.

- 4.6 **Ms Iris HOI** had no objection in-principle to the proposed plot ratios. However, she considered that more stringent control should be applied to the maximum building heights to the buildings which might have visual impact to ridgeline as viewed from the harbour.

Facilities

- 4.7 **Mr Jeff TUNG** opined that the proposed location of the standard sub-divisional fire station cum ambulance depot was too close to waterfront and suggested relocating to another area to allow more flexibility to the design of waterfront in future. **Ms Katy FUNG** responded that the proposed standard sub-divisional fire station cum ambulance depot was proposed to be situated above Cha Kwo Ling Tunnel which was under construction. Having considered the loading constraint on Cha Kwo Ling Tunnel which would not be suitable to build high-rise building block and the operational requirements of the station, the proposed location of the station was considered suitable.
- 4.8 **Mr Jacky CHEUNG** enquired for the details of the proposed Joint-user Government Complex such as the works programme and what kind of facilities would be provided. He would like to know if the proposed standard sub-divisional fire station cum ambulance depot could be merged to the proposed Joint-user Government Complex. **Ms Katy FUNG** replied that the building height of the proposed Joint-user Government Complex would be 70mPD, the Ground Floor was a planned for a Public Transport Interchange, with a sports centre, social welfare facilities as well as facilities of the Department of Health, etc., proposed atop. Actual provision would be subject to review in detailed planning and design stage under the "Single Site, Multiple Use" principle.

Connectivity and Accessibility

- 4.9 Noting that the three existing at-grade pedestrian crossings across Cha Kwo Ling Road would be maintained for provision of accesses to the waterfront area, **Ir Ringo YU** enquired if one or two of the three existing at-grade pedestrian crossings can be replaced by footbridges so that residents of the proposed public housing development could access to waterfront easier. He wondered if the road speed would be high for Cha Kwo Ling Road and concerned about road safety to residents when using pedestrian crossings.
- 4.10 **Mr Jeff TUNG** agreed that connectivity should be further improved as the three at-grade pedestrian crossings might not be able to cope the increasing population growth at there. He opined that additional connections were required and suggested providing accesses at podium level of the housing developments, and/ or providing underpass for vehicles so that people could have a direct access on grade walking from hinterlands to waterfront, which could bring vibrancy to waterfront. **Mr Jacky CHEUNG** concurred his views.
- 4.11 **Mr Paul ZIMMERMAN** concerned about the connection and integration between the proposed housing developments and waterfront. He agreed with Members' suggestions of providing additional and different types of pedestrian access such as underpass or deck linking the podium level of the housing developments so that people could have a more direct and easy access to waterfront. **Mr Vincent NG** shared the same views.
- 4.12 In response, **Mr Peter POON** said that according to the recommendations made by the FS, the three existing at-grade pedestrian crossings across Cha Kwo Ling Road, each with 4m-wide would be maintained and could cope with the demand arising from the proposed housing developments. If grade-separated crossings were to be constructed, their visual impacts to the waterfront areas should be carefully considered. Nevertheless, members' comments on the provision of additional and alternative way of pedestrian crossings were heard and would be reviewed in the detailed design stage.
- 4.13 **Mr Sam CHOW** said that the Government had formulated walkability strategies with a view to developing Hong Kong into a walkable city. To this end, he enquired whether there was provision of sufficient pedestrian access to connect between the Ex-CKLKMS Phase 2 Development at uphill and the waterfront. **Mr Peter POON** answered that a pedestrian link was proposed

at the proposed Joint-user Government Complex connecting with the footpath of the proposed access road close to the Ex-CKLKMS Development. Residents of Ex-CKLKMS Development could use the proposed pedestrian link to visit the public waterfront promenade via the existing at-grade pedestrian crossings near the Joint-user Government Complex.

Integrated planning

4.14 **Mr Paul ZIMMERMAN** saw the proposed housing developments as an opportunity to vitalising the waterfront and expected an integrated planning of the proposed housing and waterfront development as a whole to maximise local characteristics. He requested for an overall planning to the whole area including the proposed public housing developments at CKLV, Ex-CKLKMS Phase 2 Development as well as the planned CKL waterfront. **Mr Jeff TUNG** agreed. **Ms Katy FUNG** replied that it would be further reviewed with the planned CKL waterfront in the next stage by relevant bureaux/departments.

4.15 **Ms Iris HOI** emphasised the importance on the integrated planning of the waterfront from Cha Kwo Ling to Yau Tong. She was of the view that an early planning to re-zone the "Government, Institution or Community" ("G/IC") and the "Other Specified Uses" ("OU") fronting the waterfront between CKL and Yau Tong Bay waterfront to "Open Space" ("O") was necessary. **Mr Vincent NG** agreed and asked PlanD if there was any plan to rezone the said area in order to develop a promenade forming a continuous promenade for public enjoyment. **Ms Katy FUNG** responded that as the said "G/IC" zone was under the approved Kai Tak OZP, it would be amended as appropriate. The said "OU" zone was the ventilation facility of the Eastern Harbour Crossing. It was understood that liaison among relevant parties was underway to see if there was opportunity to open up part of the site for public use.

[Post Meeting Notes: Amendments to the approved Kai Tak OZP to rezone the subject "G/IC" zone to "O" was gazetted on 10.12.2021]

4.16 **Miss Rosalind CHEUNG** supplemented that Cha Kwo Ling Public waterfront promenade was one of the nine key projects under the dedicated \$6.5 Billion funding. The promenade would cover from the waterfront fronting the proposed new VTC campus to the proposed CKLV housing development. For the section fronting along the proposed new VTC campus, the Task Force on Kai Tak Harbourfront Development would be consulted in November 2021. As mentioned by PlanD, the portion which

was zoned "G/IC" would be rezoned to "O" under the proposed amendments to the approved Kai Tak OZP. As for the remaining portion, which was zoned "OU", Harbour Office had been actively communicated with MTR Corporation to explore if set back would be implemented in order to provide a walkway linking to Yau Tong Public waterfront promenade.

Visual Impact and permeability

4.17 **Dr CHUNG Shan-shan** anticipated that the proposed wind corridor might not be enough to achieve its purpose and would like to have information of the major prevailing wind directions.

4.18 **Ms Iris HOI** opined that the proposed wind corridor was relatively narrow which might not achieve good performance with air ventilation. Apart from air ventilation, there was negative visual impact from the high-density developments and it affected permeability as viewed from the harbour. She suggested reducing footprint to allow for a wider wind corridor. **Mr Jeff TUNG** agreed and suggested providing additional wind corridor to improve air ventilation. He also considered that the building height of each housing blocks should be carefully articulated to allow visual permeability.

4.19 In response, **Ms Katy FUNG** said that the major prevailing wind directions were in northeast direction annually and in southwest direction for summer time. The proposed building deposition in CKLV Development was designed to avoid encroaching into the wind corridors and where inevitable, appropriate good design feature (e.g. urban window and building separations) would be incorporated for maintaining the wind corridors. HKHS would review the proposed building deposition in the detailed design stage.

Law Mansion

4.20 **Mr Jeff TUNG** concerned about the notional scheme with housing blocks surrounding the Law Mansion and its possible visual impact as viewed from this graded building. This would affect the whole setting of the Law Mansion such as reducing sunlight exposure.

4.21 **Dr CHUNG Shan-shan** would like to know more details of the preservation programme of Law Mansion, for instance, the programme and the way revitalise the building.

4.22 **Ms Katy FUNG** responded that a 20m-wide public passageway

leading to Cha Kwo Ling Road from the Law Mansion would be reserved for connection to the planned public waterfront promenade via the existing signal controlled pedestrian crossing. To enhance the vibrancy of the public realm, there would be retail uses at ground/podium levels of the building blocks surrounding the Law Mansion as well as the frontages facing the waterfront area. The preservation proposal of Law Mansion would be considered at the detailed design stage, subject to the recommendation of the Heritage Impact Assessments.

Other comments

4.23 **Ms Iris HOI** considered that the existing Cha Kwo Ling Road was well developed with many mature trees to serve as shading. She enquired for the scope to preserve existing trees along Cha Kwo Ling Road and considered it should be preserved all existing trees as far as possible.

Way forward

4.24 **The Chairlady** invited CEDD and HKHS to fine-tune their design, taking into account Members' comments including the improvement of connectivity, the building disposition surrounding Law Mansion, enhancing wind corridor between buildings, provision of additional crossings such as footbridge or underpass and to work out an integrated design of the proposed housing developments and waterfront. As for the interfacing issues with the promenade fronting the proposed new campus of VTC with the public waterfront promenade fronting the proposed housing developments, as it was under the purview of Task Force on Kai Tak Harbourfront Development, the Chairlady suggested co-organising a separate discussion platform for further discussion among members of the two Task Forces.

Item 5 Phase One Development of Improvement of Tsuen Wan Riviera Park and Tsuen Wan Park
(Paper No. TFK/03/2021)

Introduction

5.1 **The Chairlady** welcomed representatives of the Leisure and Cultural Services Department (LCSD), Architectural Services Department (ArchSD) and Chows Architects Limited to the meeting and invited Members to declare any conflict of interest.

~~5.2 **Ms Sam LOK** declared that the company she worked at had~~

**Provision of Major Community Facilities and Open Space
in Cha Kwo Ling, Yau Tong & Lei Yue Mun (K15)**
(as at June 2022)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	20.53ha	9.07ha	17.44ha	-3.09ha
Local Open Space	10 ha per 100,000 persons [#]	20.53ha	25.47ha	36.18ha	+15.65ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	246 classrooms	79 classrooms	79 ^{&} classrooms	-167 ^{&} classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	321 classrooms	162 classrooms	192 ^{&} classrooms	-129 ^{&} classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to 6	109 classrooms	119 classrooms	156 classrooms	+47 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	1	0	0	-1
Hospital	5.5 beds per 1,000 persons [^]	1,169 beds	0	0	-1,169 beds
Clinic/Health Centre	1 per 100,000 persons	2	0	2	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	1	1	+1
Child Care Centre	100 aided places per 25,000 persons ^{#@}	821 places	165 places	465 ^{&} places	-356 ^{&} places
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	2	1	2	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	1	2	2	+1
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#]	N.A.	1	1	N.A.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	N.A.	4	6	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*@}	1,082 places	498 places	698 ^{&} places	-384 ^{&} places
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	1,341 beds	535 beds	1,135 bed ^{&}	-206 beds ^{&}
Library	1 district library for every 200,000 persons ^π	1	1	1	0
Sports Centre	1 per 50,000 to 65,000 persons [#]	3	2	3	0
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#]	0	0	0	0
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	0	0	0	0

Note:

The planned resident population is about 205,300. If including transients, the overall planned population is about 212,600. All population figures have been adjusted to the nearest hundred.

[#] The requirements exclude planned population of transients.

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

^{*} Consisting of 40% centre-based CCS and 60% home-based CCS.

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

^π Small libraries are counted towards meeting the HKPSG requirement.

[&] Planned demand for school places and social welfare facilities estimated by the PlanD with reference to the corresponding requirements under HKPSG, which may be different from the projections by the EDB and SWD which are premised on a basket of factors.