

**DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/26
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K15/26-R1 TO R184
AND COMMENTS NO. TPB/R/S/K15/26-C1 TO C5**

Subject of Representation/ (Amendment Items)	Representers	Commenters
<p><u>Item A1:</u> Rezoning of two sites abutting Cha Kwo Ling (CKL) 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 (BHR)</p> <p><u>Item A2:</u> Rezoning of a site to the north of the “R(A)8” zone and another site abutting CKL Road from “U” and “GB” to “Government, Institution or Community” (“G/IC”)</p> <p><u>Item A3:</u> Rezoning of a site abutting CKL Road from “U” to “G/IC(1)”</p> <p><u>Item A4:</u> Rezoning of parcels of land to the east, west and northwest of the “R(A)8” zone from “U”, “G/IC”, “Open Space” (“O”) and “GB” to areas shown as ‘Road’</p> <p><u>Item A5:</u> Rezoning of two sites at the junction of CKL Road and Wai Yip Street from “O” to “Other Specified Uses” annotated “Amenity Area” (“OU(A)”)</p>	<p>Total: 184</p> <p><u>Support and Providing Views (149)</u></p> <p><u>Item A1 (3)</u> - R1: Hong Kong Housing Society (HKHS) - R2 to R3: Individuals</p> <p><u>Items A1 and A4 (1)</u> - R4: Individual</p> <p><u>Item A2 (1)</u> - R5: Individual</p> <p><u>Items A2 and A4 (144)</u> - R7 and R8: Estate Owners’ Committees (Phases 1, 2 and 4, and Phase 3) of Laguna City - R6, R9 to R73, R75 to R88, R90 to R151: Individuals</p> <p><u>Partly Support and Partly Oppose (4)</u></p> <p><u>Support Items A2 and A4 and Oppose Items A1 and B1 (2)</u> - R74 and R89: Individuals</p> <p><u>Support A2 and Oppose Items A4 and B2 (1)</u> - R153: Individual</p> <p><u>Support Item A4 and Oppose Item A1 (1)</u> - R154: Individual</p>	<p>Total: 5</p> <p><u>Support R1 and providing responses to R1-R107, R115-R118, R122-R131, R149, R153, R155, R167, R169, R173, R175 and R181-R183 (1)</u> - C1 (also R1): HKHS</p> <p><u>Support R182 (1)</u> - C2 (also R181): Designing Hong Kong Limited</p> <p><u>Support R83 (1)</u> - C3: Individual</p> <p><u>Providing Views (2)</u> - C4 (also R183) and C5: Individuals</p>

Subject of Representation/ (Amendment Items)	Representers	Commenters
<p><u>Item A6:</u> Rezoning of parcels of land to the east of the “R(A)8” zone from “U” and “O” to “GB”</p> <p><u>Item B1:</u> 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 BHR</p> <p><u>Item B2:</u> Rezoning of a parcel of land within the ex-CKLKMS from “GB” to “G/IC” with stipulation of BHR</p>	<p><u>Oppose (27)</u></p> <p><u>All Items (12)</u></p> <p>- R155: Estate Owners’ Committee of Sceneway Garden</p> <p>- R156 to R165 and R183: Individuals</p> <p><u>Individual Items (15)</u></p> <p>- R152 and R166 to R179: Individuals</p> <p><u>Providing views (4)</u></p> <p><u>Item A1 (1)</u></p> <p>- R180: Hong Kong and China Gas Company Limited</p> <p><u>Items A1 and A3 (1)</u></p> <p>- R181: Designing Hong Kong Limited</p> <p><u>All items (2)</u></p> <p>- R182 and R184: Individuals</p>	

Note: The names of all representers and commenters are attached at **Annex III**. Soft copy of their submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at https://www.info.gov.hk/tpb/en/plan_making/S_K15_26.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspection.

1. **INTRODUCTION**

- 1.1 On 3.12.2021, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/26 (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the draft OZP and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.
- 1.2 During the two-month public exhibition period, a total of 184 representations were received. On 18.3.2022, the representations were published for three weeks for public comments. Upon expiry of the three-week exhibition period, five comments were received.
- 1.3 On 17.6.2022, the Board agreed to consider all the representations and comments collectively in one group.

- 1.4 This paper is to provide the Board with information for consideration of the representations and comments. The list of representers and commenter is at **Annex III**. A summary of the representations and comments and PlanD's responses, in consultation with the Government bureaux/departments (B/Ds), is attached at **Annex IV**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **BACKGROUND**

Items A1 to A6 – Proposed Public Housing Development in Cha Kwo Ling Village (CKLV), and Supporting Government, Institution or Community (GIC) facilities and Transport Infrastructures

- 2.1 As announced under the 2019, 2020^[1] and 2021 Policy Addresses (PAs), a Government-led approach would be adopted to resume private land, inter alia, in CKLV for high-density public housing and related infrastructure, with a view to expediting the development of this squatter area in urban area and rebuilding a new community therein. The Civil Engineering and Development Department (CEDD) carried out a feasibility study (FS)^[2] to investigate the long term land use for CKLV (**Plan H-6**) (mainly zoned “U” with adjoining areas zoned “GB”, “O” and “G/IC” on the previous OZP) and the details of site formation and infrastructure works required. The FS was completed and to take forward its recommendations, CKLV and its adjoining areas are rezoned to “R(A)8” for high-density public housing development (Item A1), “G/IC” and subzone (Items A2 and A3), and other roads and related works (Items A4 to A6).

Item B1 – Proposed Public Housing Development in ex-CKLKMS Phase 2

- 2.2 The Government has been increasing housing land supply through a multi-pronged approach, including optimising the development potential of developable sites to maximise housing production where planning and infrastructure terms permit. CEDD conducted a Design Review (DR)^[3] which demonstrated that it was technically feasible to increase development intensity for the ex-CKLKMS Phase 2 Development for high-density public housing development. To take forward the

^[1] As stated in the 2020 PA, HKHS was invited to implement the proposed public housing development in CKLV.

^[2] Under the FS, preliminary assessments on Traffic and Transport Impact Assessment (TTIA), Drainage Impact Assessment, Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA), Utilities Impact Assessment, Geotechnical Assessment, Site Formation Assessment, Environmental Review (including air, noise, water quality, land contamination, ecological aspects, etc.), Cultural Heritage Appraisal, Landscape Impact Assessment (LIA), Visual Impact Assessment (VIA), and Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) are conducted (See **Attachment V** of **MPC Paper No. 8/21**). As the CKLV and ex-CKLKMS Phase 2 (Item B1) are in close proximity to each other, the cumulative impacts of the two proposed developments on traffic, visual and air ventilation aspects were assessed under the FS.

^[3] Technical feasibility for residential use at various sites in ex-CKLKMS (incl. Item B1 Site) on visual, air ventilation, traffic, environmental and infrastructure aspects had been ascertained when they were zoned sub-zones of “R(B)” in 2014 and in the subsequent detailed design stage. Under the DR, technical assessments including SIA, WSIA, Air Quality Impact Assessment, Noise Impact Assessment, Water Quality Impact Assessment and Tree Treatment Proposal were conducted (See **Attachment VI** of **MPC Paper No. 8/21**).

recommendations of DR, the ex-CKLKMS Phase 2 is rezoned from subzones of “R(B)”^[4] and “O” to “R(A)9”.

Item B2 – For Proposed Enlargement of a Reserved School Site within the ex-CKLKMS

- 2.3 A parcel of land adjoins a reserved school site (zoned “G/IC” on both previous and current OZPs) is rezoned from “GB” to “G/IC” for enabling provision of a buildable area of not less than 6,200m² as a whole for a 30-classroom primary school with reference to the requirement under the Hong Kong Planning Standards and Guidelines (HKPSG).

Amendments to the Notes of the OZP

- 2.4 In relation to the above amendment items, the Notes of the OZP have been revised accordingly.
- 2.5 To take forward a s.12A application (No. Y/K15/4) partially agreed by the Metro Planning Committee (MPC) on 20.3.2020, the requirement on provision of public vehicle park (PVP) as required by the Government is added and relevant clause on gross floor area (GFA) exemption for PVP in the Remarks for the “Comprehensive Development Area” (“CDA”) zone at Yau Tong Bay (YTB) is incorporated (See **Annex V** for the extract of the meeting minutes).
- 2.6 Opportunity is also taken to incorporate other technical amendments into the Notes of the OZP for reflecting the latest revision of the Master Schedule of Notes to Statutory Plans.

Amendments to the OZP

- 2.7 On 12.11.2021, the MPC agreed that the above amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25 were suitable for exhibition under section 5 of the Ordinance. The MPC Paper No. 8/21 is available at the Board’s website^[5] and at the Secretariat for Members’ inspection, while the extract of the minutes of the said MPC meeting is at **Annex VI**. Subsequently, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP was gazetted on 3.12.2021.

3. LOCAL CONSULTATION

- 3.1 The proposed amendments to the Notes of the OZP for the “CDA” at YTB in relation to the s.12A application No. Y/K15/4 was published for public comments, and the public comments as received were relayed to the MPC in consideration of the application.
- 3.2 On 10.5.2021, the affected villagers/business undertakings of CKLV were invited to a Town Hall briefing session jointly arranged by CEDD, the Lands Department (LandsD) and PlanD, on the broad development proposal for CKLV, programmes

^[4] Item B1 was mainly zoned “R(B)2”, “R(B)3” and “R(B)4” subject to maximum plot ratios (PRs) of 3.3 to 5 and BHRs of 90mPD/95mPD on the previous OZP.

^[5] MPC Paper No. 8/21 and its attachments comprising relevant technical assessments are available at the Board’s website at https://www.info.gov.hk/tpb/en/meetings/MPC/Agenda/683_mpc_agenda.html

and the compensation and rehousing (C&R) arrangements. The gist of the concerns and enquiries of the attendees together with the Administration's responses is at **Annex VII**.

- 3.3 On 6.7.2021, PlanD, CEDD and LandsD jointly consulted the Kwun Tong District Council (KTDC). While KTDC in general had no in-principle objection to the proposed developments as well as the proposed amendments to the previous OZP, they requested for the provision of PVP and GIC facilities (namely library and wet market) and preservation of historical interested buildings/structures (e.g. the Law Mansion, Stone of Fertility and dragon boat (**Plan H-3b**)), and raised concerns on potential traffic impacts, pedestrian connectivity in the area and the C&R arrangement. Extract of the KTDC meeting minutes is at **Annex VIII**. A letter from the Secretariat of KTDC on 16.8.2021 setting out the main concerns of KTDC Members and CEDD's reply are at **Annexes IX** and **X** respectively.
- 3.4 On 2.9.2021, PlanD, CEDD and HKHS jointly consulted the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the Harbourfront Commission (the Task Force of the HC). The Task Force had no in-principle objection to the proposed developments and the respective development intensity. They considered it necessary for providing additional crossing facilities such as footbridge or underpass, in addition to existing at-grade pedestrian crossings (**Plan H-11**) for improving the pedestrian connectivity across CKL Road and that relevant parties should work out an integrated design for the proposed housing developments and the planned public waterfront promenade (PWP). The Task Force also advised HKHS to fine-tune the design (**Plan H-8a**), with due regards to the building disposition surrounding the Law Mansion, a Grade 3 building within CKLV, and for enhancing wind corridor between buildings. Extract of the Task Force meeting minutes is at **Annex XI**.
- 3.5 On 27.10.2021, PlanD and CEDD jointly consulted the residents of Laguna City on the proposed developments upon their invitation. Their main concerns were on the BHs of the two proposed public housing developments (Items A1 and B1) and the proposed joint-user government complex (JUC) (Item A2); and general district issues requiring provision of PVP, and improvement to the traffic in the locality and pedestrian connection to the Lam Tin MTR station, etc.. Representations (**R7** and **R8**) are submitted by the two Estate Owners' Committees of Laguna City.

4. THE REPRESENTATION SITES AND THEIR SURROUNDING AREAS

4.1 The Representation Sites and their Surrounding Areas (Plans H-1 to H-5d)

Representation Sites under Items A1 and B1 for Proposed Public Housing Developments in CKLV and ex-CKLKMS Phase 2

- 4.1.1 Item A1 (about 3.03ha) locates near the harbourfront in Kowloon East (KE) and sits on a terrain with platforms varying from about 4mPD to 10mPD. It is currently mainly occupied by low-rise squatters. According to the pre-clearance survey conducted by LandsD in December 2021 upon gazettal of the draft OZP, there are about 1,500 affected structures in CKLV

involving 750 households with 1,500 population and 25 business undertakings. A Grade 3 historic building, namely the Law Mansion is within CKLV and is proposed to be preserved in-situ for adaptive reuse. Another Grade 3 historic building, namely the Tin Hau Temple (CKL) is located to the south outside CKLV which would not be affected (**Plan H-3b**). The CKL Tunnel, currently under construction, runs underneath the middle portion of CKLV (**Plan H-3a**).

- 4.1.2 Item B1 Site (about 1.45ha) is in the ex-CKLKMS situated to the east of the CKLV at upper platform (to be formed at a level of 32mPD). It is currently mostly an abandoned mining site with vegetation. Area to its north is the Phase 1 Development for medium-density private housing development (i.e. Koko Hill, currently under construction) which is zoned “R(B)1” and “R(B)2” with maximum PRs of 3.3/4.5 and BHRs of 90mPD/110mPD (**Plan H-3a**). Areas between Items A1 and B1 Sites are vegetated steep slopes.
- 4.1.3 In a wider context, private residential developments are found nearby, including Laguna City to the north, Sceneway Garden to the further northeast above Lam Tin MTR Station and the planned “CDA” at YTB to the further southeast. Area to the west between Fan Wah Street and CKL Road is a cluster of tenement buildings. The harbourfront area to the west across CKL Road is the proposed new campus for Vocational Training Council (VTC) and the planned CKL PWP. To its southeast is the proposed Tseung Kwan O-Lam Tin Tunnel (TKO-LTT), currently under construction, and the Eastern Harbour Crossing (EHC) toll plaza (**Plan H-3a**).

Development Proposals for the Two Public Housing Developments

- 4.1.4 Items A1 and B1 Sites are zoned “R(A)8” and “R(A)9” respectively for proposed public housing developments in CKLV and ex-CKLKMS Phase 2 with provision of GIC facilities and commercial uses. In accordance to the 2020 PA, social welfare facilities with floor area not less than 5% of the respective domestic GFA will be provided in the podium floors of the housing sites. The major development parameters are summarised below and the notional schemes^[6] are at **Plans H-8a to 8c** (for CKLV) and **Plans H-9a to 9c** (for ex-CKLKMS Phase 2).

^[6] The notional schemes with the indicative layout, disposition, and building footprint are prepared for the purpose of demonstrating the feasibility of the developments with the statutory development restrictions and site constraints as well as for conducting various technical assessments. They are subject to change in the detailed design stage with due regards to statutory development restrictions, design considerations specified in the Explanatory Statement, and other relevant requirements under Sustainable Building and Design Guidelines (SBDG).

	Item A1 Site	Item B1 Site
Zoning	“R(A)8”	“R(A)9”
Site Area	About 3.03ha	About 1.45ha
Maximum GFA/PR	Maximum GFA ^[a] - Domestic : 227,250m ² - Non-domestic : 30,300m ²	Maximum PR - Domestic : 7.5 - Total : 9
Maximum BHs	110mPD/ 130mPD	135mPD/ 140mPD
No. of flats ^[b]	About 4,500	About 2,250
Estimated population ^[b]	About 12,600	About 6,400
Social Welfare Facilities ^[c]	- 100-place Child Care Centre (CCC); - 30-place Small Group Home; - 250-place Residential Care Home for the Elderly (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 (IVRSC)	- 150-place RCHE cum 30-place DCU; - 100-place RCHE; - 80-place IVRSC; and - 50-place HMMH
Other Facilities	- One 9 classroom kindergarten ^[d] - Retail facilities	- One 6 classroom kindergarten ^[d] - Retail facilities
Recreational facilities, local open space (LOS), greenery and ancillary parking facilities	- Recreational facilities, LOS (i.e. 1m ² per person) and ancillary car parking and loading/unloading (L/UL) spaces will be provided in accordance with HKPSG - Site coverage of greenery would be provided to meet the requirement under SBDG	
Estimated population intake	from 2031 by phases	2030

Notes:

- [a] Equivalent to maximum domestic and non-domestic PRs of 7.5 and 1.0 respectively. The GFA and BH restrictions as imposed have taken into account the waterfront location of the CKLV site, without compromising the flat production nor affecting the provision of GIC facilities.
- [b] Average flat sizes of about 50m² and 45m² are assumed for CKLV and ex-CKLKMS Phase 2 respectively with an assumed 2.8 persons per flat for both developments.
- [c] The social welfare facilities as listed above have been included for technical assessments. Actual provision of facilities will be subject to advice from concerned government departments at the detailed planning and design stage. Floor spaces for social welfare facilities, as required by the Government, are disregarded from GFA/PR calculations as specified in the Notes of the OZP.
- [d] Subject to the detailed design in consultations with relevant B/Ds.

Representation Sites under Items A2 and A3 for Proposed GIC Facilities

- 4.1.5 Item A2 involves two sites zoned “G/IC” with one abutting Fan Wah Street (about 5,700m²) and another one at junction of CKL Road/Fan Wah Street (about 400m²). The former is currently mainly a vegetated slope which is earmarked for the proposed JUC for provision of a sports centre, facilities of the Department of Health, social welfare facilities, and a public transport interchange (PTI); whereas the latter is to reflect an existing government road side refuse collection point with roadside verge greening.
- 4.1.6 Item A3 (about 2,700m²) abutting CKL Road and above the CKL Tunnel is zoned “G/IC(1)”^[7] which is reserved for the proposed standard sub-divisional fire station cum ambulance depot.

Representation Sites under Items A4 to A6 for Proposed Roads/Footpaths, Roadside Amenity and Slope Works

- 4.1.7 Item A4 (total area of about 1.43ha) involves two proposed road works, namely (i) a proposed new road (550m long) connecting ex-CKLKMS direct with CKL Road and is designed in a single 2-lane carriageway (7.3m width) standard, and (ii) the proposed widening/realignment of existing Fan Wah Street and Wing Fook Street to serve the proposed JUC with roadside layby. Two sites abutting the junction of CKL Road/Wai Yip Street are zoned “OU(A)” (total area of about 0.11ha) (Item A5) to facilitate implementation of proposed roadside verge greening. Parcels of land to the east of CKLV are zoned “GB” (total area of about 0.48ha) (Item A6) to reflect the green slope to be formed under the CKLV Development Project.

Representation Site under Item B2 for Proposed Enlargement of the Reserved School Site

- 4.1.8 Item B2 (about 1,300m²) is a vegetated slope adjacent to a “G/IC” site which has been reserved for 30-classroom primary school since 2014. Laguna City Phase 3 is found to its north across Lai Chui Path (**Plan H-13**).

4.2 Planning Intention

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

- (a) The “R(A)8” and “R(A)9” zones under Items A1 and B1 respectively are intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building.
- (b) The “G/IC” and its subzones under Items A2, A3 and B2 is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the

^[7] ‘Flat (Government Staff Quarters only)’ is a Column 1 use under the “G/IC(1)” zone to allow flexibility for provision of possible departmental quarters atop, subject to technical assessments to be conducted by relevant departments in the detailed design stage.

Government, organizations providing social services to meet community needs, and other institutional establishments.

- (c) The “OU(A)” zone under Item A5 is intended primarily for the provision of landscaping and planting to enhance the quality of the environment.
- (d) The “GB” zone under Item A6 is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

5. THE REPRESENTATIONS

5.1 Subject of Representations

- 5.1.1 There are a total of 184 representations, including 149 supporting representations (**R1 to R73, R75 to R88, and R90 to R151**), 4 with both supportive and opposing views (**R74, R89, R153 and R154**), 27 adverse representations (**R152, R155 to R179 and R183**) and 4 expressing concerns and/or providing views (**R180 to R182 and R184**) (at **Annex III**)^[8].
- 5.1.2 Among the 149 supportive representations, 4 (**R1 to R4**) supporting Item A1 and/or Item A4 are submitted by HKHS and individuals. The 2 Estate Owners’ Committees of Laguna City (**R7 and R8**) and 143 individuals (**R5 to R6, R9 to R73, R75 to R88, R90 to R151**)^[9] support Item A2 and/or Item A4, and also express concerns/provide views on various item(s) and other district matters.
- 5.1.3 4 representations submitted by individuals provide both supporting and opposing views with **R74 and R89** supports Items A2 and A4 but oppose Items A1 and B1, **R153** supports Item A2 but opposes Items A4 and B2 and **R154** supports Item A4 but opposes Item A1.
- 5.1.4 The 27 adverse representations are submitted by the Estate Owners’ Committee of Sceneway Garden (**R155**) and other individuals. 12 of them (**R155 to R165 and R183**) oppose to all items while the rest (**R152, R166 to R179**) oppose to individual amendment items.
- 5.1.5 The remaining 4 representations expressing concerns and/or providing views on individual items are submitted by the Hong Kong and China Gas Company Limited (**R180**), Designing Hong Kong (**R181**) and two individuals (**R182 and R184**).

^[8] Three representers (**R23, R80 and R183**) also provide views/express concerns on the proposed VTC new campus and/or the design of the reprovisioned LPG filling station at Wai Lok Street that are outside the K15 Planning Area (the Area) and are not relevant to any amendment item.

^[9] Representations (**R9 to R151**) are submitted based on a standard format indicating support to Items A2 and A4 but with different views/proposals on various items and other district matters chosen out of the standard template (see **Attachment I of Annex IV**).

- 5.1.6 The major grounds of representations and their major views/proposals if any, and PlanD's responses, in consultation with relevant B/Ds, are at **Annex IV** and summarised in paragraphs 5.2 to 5.4 below.

5.2 Supportive Representations

5.2.1 **Items A1 and/or B1 for the Proposed Public Housing Developments in CKLV and ex-CKLKMS Phase 2**

Major Supportive Ground(s)/Views(s)	Representations
<p>(1) Support Item A1 for providing about 4,500 public housing units in CKLV that would optimise the land resources through the redevelopment of the squatter area into a well-planned high density housing development with supporting GIC and retail facilities.</p> <p>The proposed public housing development in CKLV is compatible with surrounding residential developments in terms of BH and development intensity, and no insurmountable technical issues are anticipated.</p>	R1 to R4
Other Major Views(s)/Proposals(s)	Representations [^]
[^] Representations supporting other Items who also express views/provide proposals on Items A1 and/or B1.	
(2) Building orientation and building gaps should be carefully planned for the two proposed public housing developments in order to reduce any adverse air ventilation impacts to Laguna City.	R9 to R27, R35, R36, R39, R42, R62 to R73, and R115 to R118
(3) BHs of the two proposed public housing developments would be higher than that of Laguna City (i.e. 80mPD to 92mPD) and would cause visual obstruction to Laguna City Phases 2 and 3. As such, building gaps should be widened and massive greening should be provided to improve visual effects.	R9 to R31, R37, R38, R41 to R43, R45, R75 to R81, R93 and R122 to R125
(4) To enhance greening, landscape and tree planting in the two proposed public housing developments to compensate the losses of "GB" arising from Items A1, A2, A4 and B2.	R7 to R30, R34 to R37, R40, R43 to R44, R47 to R50 and R98 to R101
(5) To provide wet market, supermarket, food and beverage services at the housing sites to meet the residents' needs and to reduce the impact on Laguna City.	R9 to R23, R31, R33, R38, R40, R82 to R92 and R128 to R131
Proposals	
(6) BH for the northern-most block of the CKLV housing development (Item A1) should not be higher than that of Laguna City (i.e. 80mPD to 92mPD), and overall BH	R5 and R6

should increase gradually from the north to the south.	
(7) BH of ex-CKLKMS Phase 2 (Item B1) should be lowered to minimise “wall effect” to Laguna City and Koko Hill.	R73
(8) There is proposal to reduce BHs of the CKLV (Item A1) and ex-CKLKMS Phase 2 (Item B2) to that imposed for ex-CKLKMS Phase 1 (i.e. 90mPD/110mPD) for achieving a stepped BH profile.	R146
Responses	
(a) The supportive views at (1) above are noted.	
(b) In response to (2) to (4): Incorporation of appropriate mitigation measures such as building separations of not less than 15m, urban window of not less than 20m(w) (for CKLV only), appropriate building disposition, stepped BHs and provision of LOS etc. will facilitate air ventilation and visual permeability of the two proposed housing developments. 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 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. Other landscape mitigation measures to be implemented under the CKLV Development Project by CEDD as given in paragraphs 5.3.5 (d) and (e) below are also relevant.	
(c) In response to (5): Various types of retail facilities would be provided in the two proposed housing developments, and among others provision of a wet market in the proposed CKLV housing development will be considered in the detailed design stage.	
(d) In response to (6) to (8) : 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 and ensuring their compatibility with the overall development intensity and BH in the KE area (with maximum BH of 120mPD) near the waterfront. As illustrated in the photomontages (Plans H-10a and 10b), the proposed developments are not incompatible with the surrounding context. The Chief Town Planner/Urban Design & Landscape (CTP/UD&L), PlanD considers that the BHRs of 110mPD/130mPD (for CKLV) together with BHRs of 135mPD/140mPD (for ex-CKLKMS Phase 2) could form a stepped BH profile descending from inland to the waterfront. Proposals to lower BHs fail to optimise the development potential of urban land resources given that planning and infrastructure permit for the set BHRs. More detailed responses on visual and air ventilation aspects given in paragraphs 5.3.2 (a), (c) to (e) below are also relevant.	

5.2.2 Item A2 for the Proposed JUC

Major Ground(s)/View(s)/Proposal(s)	Representations
(1) Support the proposed JUC to serve the community.	R5 to R151 and R153
(2) The proposed JUC should also provide PVP and library.	R5 to R151
(3) Environmental Assessment (EA) should be conducted for the proposed JUC in the detailed design stage to ensure that no adverse effect on noise and odour nuisance would be generated to the neighbouring residents.	R8, R9, R32, R46, R120, R137 to R141
Proposals: (4) BH of the proposed JUC should not be higher than that of Laguna City (i.e. 80mPD to 92mPD). (5) There are proposals to limit its BH to 50m or 60m.	R8, R9, R32, R46, R120, R137 to R140, R141 and R153
Responses	
(a) The supportive views in (1) are noted.	
(b) In response to (2): In consulting KTDC on 6.7.2021, there were requests for provision of library and PVP. Despite the provision of library is adequate to meet the demand of the planned population of the Area as per HKPSG, the Leisure and Cultural Services Department (LCSD) will actively study the feasibility to enhance library services in the CKL area by providing such facility in the proposed JUC. Following the ‘Single-Site Multiple Use’ (‘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.	
(c) In response to (3): The Preliminary Environmental Review (PER) conducted under the FS demonstrated that the 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 and conduct further PER to determine in details the necessary environmental mitigation measures for implementation, if required.	
(d) In response to (4) and (5): To address the needs arising from the additional population brought by the future developments and the district demand, the proposed JUC ^[10] will be developed under the ‘SSMU’ principle for providing a sports centre, facilities of the Department of Health, social welfare facilities and a PTL. The actual provision of GIC uses will be formulated at the design stage. To allow flexibility for changes/increase in GIC uses to meet community/district need and for better optimisation of scarce land resource, no BHR is imposed for the “G/IC” zone concerned.	

^[10] For assessment purpose, notional scheme for the JUC with inclusion of the currently proposed facilities was prepared under the FS with a BH of 70mPD (Plans H-10a and 10d).

The project proponent would have to conduct relevant assessments to confirm the feasibility at the detailed design stage and consult relevant stakeholders, as and when appropriate.

5.2.3 Item A4 for the Proposed New Road

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) Support the proposed new road connecting ex-CKLKMS direct with CKL Road which would relieve the traffic conditions along Sin Fat Road, CKL Road and Wai Yip Street, and its commencement should be expedited to avoid overloading the road network.	R4, R7 to R151
(2) Noise barrier should be provided along the section of the proposed new road near Laguna City to mitigate any potential impact.	R5, R6 and R107
Responses	
<p>(a) The supportive views in (1) are noted. 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>(b) In response to (2) above, a PER has been 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 found 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>	

5.2.4 Other View(s)/Proposal(s)

Major View(s)/Proposals(s)	Representations
<u>Item A3:</u> (1) It is proposed to relocate Item A3 Site to the area between the proposed CKLV housing development and Laguna City in order to further widen the distance between them.	R5 and R6
<u>Item B2:</u> (2) The proposed enlargement of the school site is not justified with the decreasing trend in school-age population. If there is a need for new school, it should be provided at other suitable location and should not be too close to Laguna City Phase 3.	R8, R9, R32, R142 to R151
<u>Others</u> (3) To widen CKL Road in order to alleviate foreseeable traffic congestions generated by the additional population and traffic	R7 to R27, R35 to R36, R39,

from the Lam Tin Interchange of TKO-LTT to Kwun Tong Business Area.	R42, R44, R45, R62- R74, R93, R114 and R146
(4) There is generally a lack of parking spaces in the area. More parking spaces should be provided at the proposed JUC and other suitable location(s) in CKL area e.g. the EMSD's vehicle pound at Sai Tso Wan.	R7 to R23, R31, R33, R38, R40, R44, R82 to R92, R126- and R127
(5) Impacts of the additional population on the traffic conditions in the area and the operation of Exit D1 of Lam Tin MTR Station (i.e. the exit nearest to Laguna City and CKLV), which is currently very crowded and without any barrier-free facilities, should be duly considered.	R7 to R9, R32, R132 to R136, and R146
(6) There is a need to provide a new MTR exit with barrier-free access in ex-CKLKMS/the proposed JUC and create accessible path to Lam Tin MTR station for improving accessibility of the area and accommodating the additional population/future users of the proposed JUC.	R7 to R32, R37, R38, R41 to R43, R59, R75 to R81, R119 to R121, and R146
(7) To improve walkability between the CKL area (including Laguna City) and the bus interchange at EHC (Plan H-11) for providing more choices on cross-harbour public transport (PT) services to the residents.	R7 to R30, R34 to R37, R40, R43, R44, R46 to R50 and R94 to R97
Responses	
(a) In response to (1): The proposed standard sub-divisional fire station cum ambulance depot (Item A3) is situated above the CKL Tunnel where only low to medium-rise building is permitted due to technical constraint of the tunnel beneath. As per HKPSG, fire station should be located with ready access onto both ways of primary or district distributor road to facilitate its future operation, and the Item A3 Site 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 one-way local distributor standard and doesn't meet the operation requirements of a fire station.	
(b) In Response to (2): Item B2 is only a minor amendment to enlarge the reserved school site for achieving the required building area of 6,200m ² for a 30-classroom primary school (Plan H-13) and the proposed enlargement is assessed to be technically feasible during both construction and operation stages. Advice from the Education Bureau (the EDB) on school planning perspective and more detailed responses on technical grounds given in paragraphs 5.3.10 (a) and (b) below are also relevant.	
(c) In Response to (3): A Preliminary TTIA (PTTIA) was conducted under the FS with all transport infrastructure under construction e.g. TKO-LTT, and planned developments included. According to the PTTIA, CKL Road would operate within capacity with the proposed developments thus widening of CKL Road is	

<p>considered not necessary from traffic point of view. The Commissioner for Transport (C for T) has no adverse comment in the regard. More detailed responses given in paragraph 5.3.3 (a) below are also relevant.</p>
<p>(d) In response to (4): In addition to the planned PVP in proposed JUC, there is a proposal to provide PVP at the planned Sai Tso Wan Park (Plan H-11) in accordance with the SSMU principle. The planned park is currently occupied by the EMSD vehicle pound and is close to the ex-Sai Tso Wan Landfill Site, thus the feasibility of co-locating the PVP underneath the park is subject to technical assessments including landfill gas hazard. TD will closely monitor the parking conditions in the area and will provide different measures to increase the parking provision, if needed, as and when appropriate.</p>
<p>(e) In response to (5) to (7): With implementation of the PTI in the proposed JUC, more choice on PT services would be provided to serve the neighbouring community. The ex-Sai Tso Wan landfill site located between the ex-CKLKMS and the Lam Tin MTR Station (Plan H-11) hinder the construction of any escalator/footbridge/subway system to directly connect the proposed developments with the Lam Tin MTR Station. Notwithstanding the above, further review on pedestrian connectivity and walkability in the vicinity of the representation sites including the scope for providing pedestrian enhancement facilities and connection arrangement across CKL Road, and assessments on capacity and accessibility for the Exit D1 of Lam Tin MTR Station will be conducted in the detailed design stage of the CKLV Development Project. More detailed responses given in paragraphs 5.3.3 (c) and 5.3.4 (a) to (e) below are also relevant.</p>

5.3 Adverse Representations

Items A1 and/or B1 for the Proposed Public Housing Developments in CKLV and ex-CKLKMS Phase 2

5.3.1 *Land Use and Development Proposal*

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) 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.	R172
(2) Ex-CKLKMS Phase 2 (Item B1) was originally planned for low density residential development with lower BHRs. Rezoning for public housing development with higher PR and BH restrictions deviates from the original intention.	R173 and R177
(3) Ex-CKLKMS has high historical value on quarry industry, and is rich in geological diversity; thus it should not be rezoned.	R161

There are other choices for providing land for housing and GIC uses, such as brownfield sites	
(4) 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. There is a proposal to lower the PR.	R74 and R173
Responses	
In response to (1) to (3):	
<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 and suitable brownfield sites 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>(b) Redevelopment in CKLV would require resumption of private lands currently scattering within the site (Plan H-3b) 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>(c) Ex-CKLKMS Phase 2 (Item B1) has been rezoned for medium-density residential uses since 2014 and the current amendment 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).</p>	
<p>(d) In response to (2): 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. Responses given in (c) above are also relevant. As for the concern on the BHs, responses in paragraph 5.3.2 (a) are relevant.</p>	
<p>(e) In response to (3): In addition to responses given in (c) and (d) above, all mining or quarrying activities in ex-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.</p>	
<p>(f) In response to (1), (2) and (4): 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</p>	

compatibility.

5.3.2 BH, Visual and Air Ventilation Aspects

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) Maximum BHs for CKLV and ex-CKLKMS Phase 2 developments are 110mPD/130mPD and 135mPD/140mPD respectively, whereas lower BHRs of 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.	R167
(2) Poor proposal without any plan to protect the sea view, and results in a densely packed development area.	R165 and R174
(3) The BHR are higher than most of the housing blocks of Laguna City Phases 2 and 3 as well as the Koko Hills in ex-CKLKMS Phase 1, thus would cause visual deterioration to the residents nearby even if the proposed mitigation measures (e.g. widening the building gaps and increasing the greening) be incorporated.	R153, R169 and R174
(4) BHs for the two proposed public housing developments would block the view of some residents at Scenway Garden and adversely affect the lives of the residents and property value.	R155
(5) BHs as imposed would result in high-rise buildings in the waterfront area and create ‘wall effect’ to the nearby residential developments particular during summer season.	R155, R167, R173 and R177
(6) The impact on ventilation has been airbrushed. The inclusion of ‘urban window’ is merely a very limited corridor of ventilation.	R183
<u>Proposal(s):</u> (7) BHs for the two proposed public housing developments should be lowered to 80mPD, 100mPD or 110mPD (for CKLV) and to 90mPD or 110mPD (for ex-CKLKMS Phase 2).	R167, R169 and R173
Responses	
In response to (1) to (5): (a) 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 BH in the 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 (**Plan H-3a**). As illustrated in the photomontages conducted in the VIA under the FS (**Plans H-10a** and **10b**), 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 are not incompatible with the surrounding context. CTP/UD&L, PlanD considers that BHRs of 110mPD/130mPD for CKLV together with that of 135mPD/ 140mPD for ex-CKLKMS Phase 2 could still 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 (CA/CMD2, ArchSD) have no adverse comment on the proposed developments from urban design and visual point of view.

- (b) As set out in the TPB Guidelines PG-No. 41 on submission of 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 the strategic VP at PWP in Quarry Bay Park (**Plan H-10a**) and the Sai Tso Wan Baseball Field, a public open space in locality (**Plan H-10f**), were adopted in the VIA which were selected having regard to visual sensitivity, local 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.

In response to (5) and (6):

- (c) 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 mainly from the southeast and southwest (**Plan H-12**). 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 (**Plans H-8a** and **8b**). 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. Relevant good design features (e.g. building separation of not less than 15m and the urban window) are

<p>stipulated in the Explanatory Statement (ES) to provide guidance on the detailed design. 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 at ex-CKKMS Phase 1 has been also specified in the ES.</p> <p>(d) 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). 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>(e) 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 housing 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> <p>(f) In response to (7): 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/Regulations and design guidelines are followed. Proposals to lower BHs fail to optimise the development potential of urban land resources given that planning and infrastructure permit for the set BHRs.</p>
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5.3.3 Traffic and Transport Aspects

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) Existing roads e.g. CKL Road, junction at CKL Road/Wai Yip Street are very congested. Roadside illegal parking is commonly observed along CKL Road that further reduce the road capacity, which is particular so for road side parking of large vehicles. The traffic conditions would be worsen with the increase in population with the two proposed public housing developments and other new developments nearby (e.g VTC new campus). There is a suggestion to widen CKL Road.	R154, R165 to R167, R173, R177 and R183
(2) Currently, PT services serving CKLV is limited with three minibus routes only. Concrete plan should be provided for significant improvement to PT services in the area to justify the feasibility of the proposed residential and GIC developments.	R167
(3) Increased provision of car parking space under the recently revised HKPSG would exacerbate the traffic problem in the area.	R167
(4) There are insufficient parking facilities to serve the increased	R89

population.	
Responses	
In response to (1):	
<p>(a) The two proposed housing developments are anticipated to have population intake in phases starting from 2030. Based on new roads under construction (including the TKO-LTT, the Trunk Road T2 and the Central 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 (Plans H-7a to 7c), 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. A new road (Item A4) is proposed that would allow the traffic from ex-CKLKMS to go directly to CKL Road bypassing Sin Fat Road/Laguna City (Plan H-7a) and thus improving the traffic capacity in the area. 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 for design years of 2031 and 2036 after implementation of road and junction improvement works being planned by CEDD. According to the PTTIA, widening at CKL Road is considered not necessary from traffic point of view.</p> <p>(b) 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 appropriate traffic management measures such as provision of off-street L/UL bays and designation of no-stopping restriction zones, would be considered.</p>	
<p>(c) In response to (2): 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 proposed 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>(d) In response to (3) and (4): 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 PPTIA, which concluded that there would be no adverse traffic impact on the existing road network/junctions with the proposed developments.</p>	

5.3.4 Connections with MTR Station

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) Additional population arising from the two proposed housing public developments and the future users of the proposed JUC would increase the pedestrian flows at the exits of Lam Tin MTR Station via Sceneway Garden, and cause noise and environmental nuisance and pose health risk to the residents.	R155
(2) There is no assessment to demonstrate the Exit D1 of Lam Tin MTR station would still operate at a satisfactory level upon completion of the two proposed public housing developments and other new developments in the area. It is anticipated that Exit D1 will be overcrowded with the new commuters.	R167
(3) Walkability between the two proposed public housing developments and the Lam Tin MTR Station (Exit D1) is not satisfactory, having regard the long (300m) and steep footpath without shelter.	R167
(4) Road connection, walkway, subway/tunnel or footbridge/elevator should be provided to improve the walkability between the proposed developments and the MTR stations at Lam Tin and Yau Tong and/or bus interchange at EHC.	R153, R154, R167, R169 and R173
(5) New exit(s) to Lam Tin MTR Station should be provided, in the proposed JUC as an instance; and to improve the passageways leading to MTR Station and provide barrier-free facilities.	R155 and R169
Responses	
(a) In response to (1) and (2): The PTTIA as conducted revealed that 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 (TIA) in the detailed design stage of CKLV Development Project, and any improvement proposal as identified will be conveyed to MTRCL for consideration.	
(b) In response to (3): 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 (Plan H-11). The detailed design of public works including pedestrian enhancement facilities would be reviewed under the CKLV Development Project.	
In response to (4) and (5): (c) The ex-Sai Tso Wan landfill site located between the ex-CKLKMS and the Lam Tin MTR Station (Plan H-11), as well as the existing high hill/slope to the east of CKLV, the future Lam Tin Interchange slip roads and EHC Toll	

<p>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>(d) 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 housing site. CEDD would work with relevant B/Ds and HKHS 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 CKL Road (southern side) and the planned PWP.</p> <p>(e) For barrier-free facilities in Lam Tin MTR Station, any improvement proposal as identified in the TIA will be conveyed to MTRCL for consideration.</p>

5.3.5 Tree and Landscape Aspects

Major Ground(s)/View(s)/Proposals(s)	Representations
<p>(1) As compared with the application no. A/K15/124 covering the previous “U” zone in CKLV^[11] which was rejected by the Board, there would be an increase in housing units under current proposal with Item B1 included. However, it would result in greater wall effect with elimination of the entire green slope, and its function as green lung cannot be replaced. A total of 1,516 trees are proposed to be felled due to the conflict with the CKLV Development but there is no assessment on the impact on air quality arising from the loss of tree.</p>	<p>R183</p>
<p>Responses</p>	
<p>In response to (1):</p> <p>(a) 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 “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</p>	

^[11] For information, according to the development proposal covering the previous “U” zone for CKLV as submitted under s.17 Review, there would be a total of 4,984 flats (incl. 4,660 public housing units). A 30-classroom primary school is proposed within the application site. Besides, four existing buildings/structures (namely the Law Mansion, the two remaining buildings of Porelain Factory, and the ex-Four Hill School) were proposed to be retained and revitalised for community uses.

application should not be adopted as a reference for comparison.

- (b) CKLV is elongated in shape with existing platforms varying from 4mPD to 10mPD. Cut slopes are inevitably required to form building platforms for the proposed public housing and 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, keeping the earthworks involved and the numbers of trees to be felled to a minimum. As for the ex-CKLKMS Phase 2 Development (Item B1), there is generally no change in the scope and extent of the formation of platform area for the housing site arising from the proposal for high-rise public housing development.
- (c) Preliminary LIA 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 interest (TPIs)^[12] recorded, 3 are to be retained in-situ, and 11 to be removed due to the significant level difference between the existing level and proposed site formation level, direct conflict with building structures, with poor conditions or locating 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.
- (d) 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, measure 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.
- (e) 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

^[12] The 14 TPIs with diameter of breast height over 1m are *Ficus microcarpa* (細葉榕) which is a commonly found species in Hong Kong (Figure 8.7 of Attachment V of MPC Paper No. 8/21).

latest Guidelines for Tree Risk Assessment and Management Arrangement. Director of Environmental Protection (DEP) has no adverse comment on the rezoning amendments from the environmental planning perspective including air quality aspect.

5.3.6 Heritage and Conservation Aspects

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) Plan to demolish all but two of the heritage/cultural buildings would effectively remove a chunk of Hong Kong history. The proposal to merely show a few prints and images fails to protect and preserve unique features which is short-sighted.	R183
Responses	
<p>In response to (1):</p> <p>(a) 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 surrounding this Grade 3 building forming public realm would be provided (Plans H-8a and 8d). Design of buildings surrounding the Law Mansion would be further refined taken into account the Task Force's comments. 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^[13] to serve as a transition between the proposed housing development and this graded building and would be open for public enjoyment (Plans H-8a and 8e). Subject to the detailed design, the buffer area and other suitable locations within the housing development could be possible place(s) for display of some heritage fabrics/character defining elements of other buildings/structures with historical interest with CKLV for public appreciation.</p> <p>(b) Two-stage Heritage Impact Assessments (HIAs) will be carried out to formulate suitable heritage conservation measures in the detailed design stage which will be submitted to the Antiquities and Monuments Office (AMO) and AAB for endorsement.</p> <p>(c) 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</p>	

^[13] HKHS will bear the management and maintenance responsibility of the buffer area and such requirement will be specified in the lease document. The design of the buffer area is to be further review in the detailed design stage with reference to the findings of HIA conducted in the detailed design stage with due consideration to the heritage value of Tin Hau Temple (CKL), and that the flat production would not be compromised.

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**). 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 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.

5.3.7 Provision of GIC facilities and Open Space

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) There is insufficient GIC facilities to serve the increased population.	R89, R173 and R177
(2) There is a need to provide a large park to serve additional population with the new developments.	R183
Responses	
<p>(a) In response to (1): 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), 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. RCHE, community care services facilities and 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 is proposed for providing sports centre, facilities of the Department of Health, social welfare facilities, and a PTI under SSMU principle. Besides, various type of social welfare services for children, elderlies and persons with rehabilitation needs (paragraph 4.1.4 above refers which include facilities in deficit, e.g. RCHE and CCC) with floor area not less than 5% of the proposed domestic GFAs of the respective public housing developments will be provided.</p>	
<p>(b) In response to (2): In the Area, there would be a surplus in LOS of about 15.7ha but a shortfall in district open space of about 3ha (Annex XII). 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</p>	

landscaped deck above Kwun Tong Sewage Pumping Station (of 1.1ha), the planned CKL PWP (of 4.5ha) and public open space (of 1ha) under the VTC new campus project, and the Sai Tso Wan Park (under planning) (**Plan H-11**).

5.3.8 Item A2 for the Proposed JUC

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) Item A2 Site is a vegetated knoll serves as a habitat for birds. 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.	R175, R176
(2) Item A2 should be retained as “GB”	R152, R165 and R174 to R176
(3) To reduce the size of Item A2 Site or to relocate it to other locations.	R175
(4) Item A2 Site is close to Blocks 37 and 38 of Laguna City (Plan H-3a). Adverse environmental impact to the residents is anticipated during the construction stage which would involve substantial slope excavation and rock breaking.	R175
(5) No BHR for the “G/IC” sites indicates that there are plans to incrementally increase the size of the GIC facilities and further erode the remaining green views.	R183
<u>Proposal(s)</u>	
(6) A BHR at 50mPD should be imposed on the JUC to minimise any visual and air ventilation impact on the nearby private housing blocks.	R169
Responses	
In response to (1) to (3):	
(a) Item A2 Site is situated at a central location in the midst of existing and planned residential developments. The proposed JUC at Item A2 Site 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.	
(b) Currently, developable flat land is limited at Item A2 Site (varying between 10m and 15m in width). 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 (about 5,700m ²) has been optimised based on the space required for the	

<p>GIC facilities to be housed in the JUC with reference to HKPSG and/or respective operation requirements advised by relevant departments. Taking the existing topography and available space for construction into consideration, the present designs of the platform for the JUC building (+8mPD) and for the reserved school site (+30mPD) to its northeast are considered to be optimal to comply with relevant design and safety standards with area reserved and earthworks involved kept to a minimum.</p> <p>(c) 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 (DAFC) has no adverse comment on the rezoning amendments.</p>
<p>In response to (4):</p> <p>(d) The JUC site is about 18m apart from the nearest block in Laguna City. The future project proponent would be advised to provide adequate building separation in the detailed design of JUC building with due consideration to relevant requirements under Building (Planning) Regulations and SBDG where applicable.</p> <p>(e) The findings of PER under FS revealed that with the implementation of 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. No blasting works by explosives has been proposed in light of the site is close to existing 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>(f) In response to (5) and (6): Responses given in paragraph 5.2.2(d) above are relevant.</p>

5.3.9 Item A4 for the Proposed New Road

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) The proposed new road would attract traffic from CKL Road to Laguna City via Sin Fat Road, thus the traffic congestion problem in the locality would be deteriorated. The planned school at junction of Ko Ling Road/the proposed new road would worsen the traffic situation.	R153
(2) The residents of the two proposed public housing developments to reach Lam Tin MTR Station by PT via the	R169

proposed new road would create traffic jam and pollution along Sin Fat Road and affect the living environment of the residents nearby.	
(3) There is concern about tremendous amount of noise, dust and garbage during the construction stage which will last for 5 to 6 years.	R174
(4) There is concern that an extraordinary amount of land is given to new roads and road widening.	R183
(5) There are suggestions to construct a new road connecting the ex-CKLKMS Phase 2 with CKL Road direct or to provide flyover/tunnel for diverting traffic to Yau Tong MTR Station.	R153 and R169
(6) To delete the proposed new road under Item A4.	R152, R153, R169 and R174
Responses	
(a) In response to (1) and (2): The proposed new road would divert traffic from ex-CKLKMS to CKL Road direct and bypass Laguna City/Sin Fat Road (Plan H-7a) and its alignment has been planned with due regards to relevant design guidelines and taken into account all surrounding planned developments. The PTTIA revealed that, with proposed junction improvements to be implemented by the CEDD (Plans H-7a to 7c), 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 adverse comment on the PTTIA from the traffic engineering perspective.	
(b) In response to (3): responses given in paragraph 5.3.8 (e) are relevant. Excavation materials would be properly handled in accordance with relevant guidelines and regulations.	
(c) In response to (4): responses given in paragraph 5.3.5 (b) are relevant. The proposed new road connecting ex-CKLKMS and CKL Road and the road widening/realignment works at Fan Wah Street and Wing Fook Street 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.	
(d) In response to (5), due to the existing topography and level difference between the ex-CKLKMS Phase 2 and CKL Road (of about 30m) (Plan H-7a), it is not technically feasible to extend the access road of ex-CKLKMS Phase 2 directly to CKL Road with due regards to relevant road safety standards and design guidelines. For the suggestion to construct a flyover/tunnel leading to Yau Tong MTR Station, responses given in paragraph 5.3.4 (c) above are relevant.	
(e) In response to (6): The proposed new road is considered to be necessary from traffic management point of view, demonstrated to be technically feasible during both construction and operation stages, and is generally supported by	

the KTDC and the locals for improving the traffic capacity in the area.

5.3.10 Item B2 for the Proposed Enlargement of the Reserved School Site

Major Ground(s)/View(s)/Proposals(s)	Representations
(1) 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.	R153
(2) The enlargement of the school site is not justified with a decreasing trend in school-age population.	R178, R183
(3) The reserved site is large enough for a primary school. Local should be consulted prior to rezoning amendment.	R179
(4) Given the Site is close to the residents of the nearby estates, its construction and operation would substantially affect their living environment.	R169
(5) No traffic assessment in support of the proposed enlargement of the reserved school site.	R178
Proposal: (6) To retain Item B2 as “GB”.	R153, R169, and R179
Responses	
<p>In response to (1) to (3) and (6):</p> <p>(a) The “G/IC” site in ex-CKLKMS 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, 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.</p> <p>(b) The reserved school site is with an area of about 8,900m² on previous OZP^[14]. 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). 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 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.</p>	

^[14] The “G/IC” zone concerned also covers the adjoining public footpath (of about 730m²) at a lower level.

reference site area under HKPSG for a 30-classroom primary school).
(c) In response to (3) on consultation: Item B2 is only a minor amendment to enlarge the reserved school site to meet the required buildable area. The need for the proposed enlargement and the current proposal was only finalised after consultation with KTDC and the Task Force. 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 MPC. The established public consultation procedures for OZP amendments had been duly followed.
(d) In response to (4): 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.
(e) In response to (5): With proposed enlargement, the “G/IC” site concerned is still for a 30-classroom primary school and its traffic impact has been reflected in the PTTIA conducted under the FS. Responses given in para. 5.3.8 (a) above are also relevant.

5.3.11 Others on C&R

Major Ground(s)/View(s)/Proposals(s)	Representations
<p>(1) With long history and unique cultural background, the well-established social network of CKLV should be well preserved and the rights of the villagers, and among others no relocation nor demolition (不遷不拆), should be respected.</p> <p>(2) Some of the affectess may not meet relevant criteria under the C&R arrangements announced on 10.5.2018, thus their right can't be protected. Besides, the affectees may have to rehouse in other estate(s) in the interim before rehousing to HKHS's dedicated rehousing estate flats. No clearance unless rehousing flats are available, and sufficient flats under HKHS' Group A or HKHA's public housing units should be reserved to rehouse all affected villagers. There are requests for rehousing within same district and allowing more times for the affectees to get prepared for rehousing.</p> <p>(3) Assessments on social impact, historical and cultural value should be conducted. 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>R156 to R164, R166, R168, R170, R171 and R184 ^[A]</p>
<p>^[A] R184 providing views without indicating to specific Item.</p>	

Responses
<p>In response to (1) to (3):</p> <p>(a) 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>(b) In the Town Hall briefing held on 10.5.2021, the affectees were briefed on the C&R arrangement and their concerns/enquiries were discussed. The gist of the briefing at Annex VII was not only conveyed to KTDC Member of the constituency concerned and relevant concern groups/stakeholders for onward distribution to affected residents/business operators as appropriate, it was included in MPC Paper No. 8/21 for consideration of the proposed rezoning amendments by the MPC of the Board.</p> <p>(c) Responses from LandsD on lands administration matter are at Attachment II to Annex IV for general reference.</p> <p>(d) Cultural Heritage Appraisal for CKLV was conducted under the FS for which AMO has no adverse comment.</p>

5.4 Representations Providing Views

5.4.1 Representations (**R180** to **R182** and **R184**) who provide views or express concerns are covered in ensuring paragraphs.

5.4.2 **Views/Proposals in relation to Item A1**

Views(s)/Proposals(s)	Representations
(1) As the proposed CKLV development is in close vicinity to existing CKL Pigging Station, 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.	R180
Responses	
<p>(a) In response to (1): the existing CKL pigging station (Plan H-3a) 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. EMSD has been consulted and has no adverse comment.</p>	

5.4.3 Others on Connectivity with Planned PWP

Views(s)/Proposals(s)	Representations
(1) The proposed developments at Items A1 and A3 with residential, GIC and retail uses to the north of CKL Road should be designed to integrate with the waterfront across CKL Road. The Board to ensure the above overriding vision would not be jeopardised even though the planned developments at CKLV and the planned PWP fall within two different OZPs with different implementation agencies.	R181 and R182
(2) The anticipated increase in traffic along CKL Road would affect the connectivity between the proposed public housing development and the PWP based on the existing ground level crossings. It is suggested to provide a wide deck across CKL Road between the proposed residential and GIC developments and the planned PWP with retail, sit-out area, look-out points, toilets, F&B and open spaces atop for enhancing the experience and vibrancy of the waterfront.	R181 and R182
(3) There should be better coordination between project proponents of the CKL PWP and the housing development for improving the accessibility and the permeability among the sites.	R9 to R26, R28 to R34, R39, R41, R46, R51 to R61, R102 to R107, R153 and R169^[#]
(4) Incremental approach should be adopted in order to expedite the completion of the planned CKL PWP.	R7 to R22, R24 to R26, R28 to R34, R39, R41, R45, R51 to R61, R108 to 113, R153, R169 and R183^[#]
^[#] These representations supporting or opposing various Items as covered in paragraphs 5.2 and 5.3 above who also express views in relation to the connectivity with the PWP.	
Responses	
<p>In response to (1) to (3):</p> <p>(a) In formulating the development proposal for CKLV Development, effort has been made to enhance 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 of not less than 20m viewing 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 and 8d). 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 detailed design of the two projects for achieving better integration and vibrancy of the area as a whole.</p>	

- | |
|---|
| <p>(b) There are three existing at-grade pedestrian crossings across concerned section of CKL Road (Plan H-11). It was assessed under the FS that 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 HC in due course.</p> |
| <p>(c) In response to (4): 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 (Plan H-11) 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; EDB and 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> |

6. Comments on Representations

- 6.1 The five comments on representations are submitted by the HKHS (**C1**), Designing Hong Kong (**C2**) and two individuals (**C3** to **C5**). Of them, **C1**, **C2** and **C4** are also representers themselves.
- 6.2 **C1** (also **R1**) provide responses to views raised by **R1** to **R107**, **R115** to **R118**, **R122** to **R131**, **R149**, **R153**, **R155**, **R167**, **R169**, **R173**, **R175** and **R181** to **R183** covering various aspects on Item A1 for the proposed housing development in CKLV. **C2** (also **R182**) reiterates his views which are the same as that of **R182** regarding the connectivity and integrated design for the CKL PWP. **C3** provides support to **R83** on providing more retails facilities and wet market. **C4** (also **R183**) provides support to adverse representations in respect of the provision of more community facilities and considers that the stepping height profile near waterfront area should be respected. **C5** objects Item B2 for the proposed enlargement to the reserved school site.
- 6.3 A detailed summary of the major grounds and proposals of the comments on representations and PlanD’s responses, in consultation with relevant B/Ds, are at **Annex IV**. The major concerns raised in the comments are similar to the grounds of objections and concerns/views which together with departmental responses are detailed in paragraphs 5.3 and 5.4 above.

7. DEPARTMENTAL CIRCULATION

7.1 The following B/Ds have been consulted and their responses have been incorporated in the above paragraphs and/or the responses in **Annex IV**, where appropriate:

- (a) Secretary for Development;
- (b) Commissioner for Harbourfront, Development Bureau (DEVB);
- (c) Head of Antiquities and Monuments Office, DEVB;
- (d) Secretary for Education;
- (e) Project Manager (East), CEDD;
- (f) Project Manager (South), CEDD;
- (g) C for T;
- (h) CTP/UD&L, PlanD;
- (i) CA/CMD2, ArchSD;
- (j) DEP;
- (k) DAFC;
- (l) D of FS;
- (m) Chief Estate Surveyor/Acquisition, LandsD;
- (n) Director of Electrical and Mechanical Services;
- (o) Director of Housing;
- (p) Director of Social Welfare; and
- (q) Director of Leisure and Cultural Services.

7.2 The following B/Ds have been consulted and they have no major comment on the representations and comments:

- (a) Head of Energizing Kowloon East Office, DEVB;
- (b) Chief Engineer/ Drainage Project, Drainage Services Department;
- (c) Chief Highway Engineer/Kowloon, Highways Department;
- (d) Chief Building Surveyor/Kowloon, Buildings Department;
- (e) Chief Estate Surveyor/Land Supply, LandsD;
- (f) District Lands Officer/Kowloon East, LandsD;
- (g) Commissioner of Police;
- (h) Director of Food and Environmental Health;
- (i) District Officer (Kwun Tong), Home Affairs Department; and
- (j) Government Property Administrator.

8. Planning Department's Views

8.1 The supportive views of **R1 to R4, R5 (part) to R151 (part), R153 (part) and R154 (part)** are noted.

8.2 Based on the assessments in paragraph 5 above, PlanD does not support R5 (part) to R151 (part), R152, R153 (part), R154 (part), R155 to R179, R180 (part) to R182(part), R183 and R184 (part) and considers that the OZP should not be amended to meet the representations for the following reasons:

Items A1 and B1

- (a) rezoning of the Items A1 and B1 Sites for high-rise public housing developments will help increasing land supply and optimising the scarce land resources in urban area to meet the acute demand for public housing (**R74 (Part), R161, R172, R173 and R177**);
- (b) technical assessments conducted on visual, air ventilation, traffic and transport, tree and landscape, heritage aspects, etc. have 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 facilities and transport infrastructures (**R5(Part) to R32(Part), R34(Part) to R45(Part), R47(Part) to R50(Part), R62(Part) to R81(Part), R89(Part), R93(Part), R98(Part) to R101(Part), R114(Part) to R118(Part), R122(Part) to R125(Part), R132(Part) to R136(Part), R146(Part), R153(Part), R154(Part), R155, R165 to R167, R169, R173, R174, R177 and R183**);
- (c) a new pedestrian footbridge and lift is proposed at the proposed joint-user government complex to overcome the level difference for accessing Lam Tin MTR Station via the footpaths alongside the proposed new road (Item A4), Ko Ling Road and Sin Fat Road. Further review on pedestrian connectivity and walkability in the vicinity of the representation sites including the scope for providing pedestrian enhancement facilities and connection arrangement across Cha Kwo Ling Road, and assessments on capacity and accessibility for the Exit D1 of Lam Tin MTR Station will be conducted in the detailed design stage of the Cha Kwo Ling Village Development Project (**R7(Part) to R32(Part), R34(Part) to R38(Part), R40(Part) to R44(Part), R46(Part) to R50(Part), R59(Part), R75(Part) to R81(Part), R94(Part) to R97(Part), R119(Part) to R121(Part), R132(Part) to R136(Part), R146(Part), R153 (Part), R154(Part), R155, R167, R169 and R173**);
- (d) the existing and planned provision of major government, institution or community (GIC) facilities and open space are generally adequate to meet the demand of the overall planned population in the K15 Planning Area in accordance with the requirements of the Hong Kong Planning Standards and Guidelines and concerned Bureaux/Departments' assessment except for primary and secondary school places, some type of social welfare facilities and hospital beds. In addition to various social welfare facilities to be provided in the two proposed housing developments, Item A2 Site is reserved for developing a Joint-User Government Complex for providing various GIC facilities (**R89(Part), R173, R177 and R183**);
- (e) various retails facilities are proposed for the two public housing developments, and among others provision of wet market in the Cha Kwo Ling Village will be considered in the detailed design stage (**R9(Part) to R23(Part), R31(Part), R33(Part), R38(Part), R40(Part), R82(Part) to R92(Part), R128(Part) to R131(Part), R152, R153 (Part) and R169**);

- (f) potential hazard on the proposed development in Cha Kwo Ling (CKL) Village due to the operation of CKL pigging station is considered to be minimal, and a Quantitative Risk Assessment is not required (**R180**);

Item A2

- (g) being located in the midst of existing and planned residential development, the proposed joint-user government complex (JUC) at Item A2 Site would serve the need arising from the two proposed housing developments and the neighbouring community. The size of Item A2 Site has been optimised and the proposed JUC thereat is demonstrated to be technically feasible during both construction and operation stages. The provision of public vehicle park and library as proposed will be actively explored by relevant government departments in the detailed design stage. No building height restriction is imposed to allow flexibility for changes/increase in government, institution or community facilities (**R5(Part)** to **R151(Part)**, **R152**, **R153(Part)**, **R165**, **R169**, **R174** to **R176**, and **R183**);

Item A3

- (h) the provision of a proposed standard sub-divisional fire station cum ambulance depot at Item A3 Site is technically feasible and would meet relevant requirements as stipulated under the Hong Kong Planning Standards and Guidelines and operation needs of the Fire Services Department (**R5(Part)** and **R6(Part)**);

Item A4

- (i) the proposed new road connecting ex-Cha Kwo Ling Kaoline Site and Cha Kwo Ling Road and the proposed widening/realignment works at Fan Wah Street and Wing Fook Street are considered to be necessary from traffic management point of view and are demonstrated to be technically feasible during both construction and operation stages. They are designed to comply with relevant road safety standards and the areas reserved for their construction have been kept to a minimum. The proposed new road is planned for completion in 2029/30 in tandem with population intake in the two proposed public housing developments (**R4(Part)**, **R7(Part)** to **R151(Part)**, **R152**, **R153(Part)**, **R169**, **R174** and **R183**);

Item B2

- (j) Item B2 is to enlarge the reserved school site for achieving the required buildable area for developing the planned 30-classroom primary school, and is assessed to be technically feasible during both construction and operation stages. The established public consultation procedures for zoning amendments have been duly followed (**R8(Part)**, **R9(Part)**, **R32(Part)**, **R142(Part)** to **R151(Part)**, **R153(Part)**, **R169**, **R178**, **R179** and **R183**);

Others

- (k) relevant government bureaux/departments (B/Ds) and concerned parties would explore further on the connection arrangement across Cha Kwo Ling

Road in the detailed design stage for achieving better integration and accessibility of this part of harbourfront area as a whole, and to further consult the Harbourfront Commission. Relevant B/Ds would continue to work closely to further explore advancing the opening of the planned Cha Kwo Ling public waterfront promenade by phases for public enjoyment **(R7(Part) to R26(Part), R28(Part) to R34(Part), R39(Part), R41(Part), R45(Part), R46(Part), R51(Part) to R61(Part), R102(Part) to R113(Part), R153(Part), R169, R173, R181 to R183);**

- (l) a Public Vehicle Park is planned at the proposed joint-user government complex at Item A2 Site, and relevant government department will closely monitor the parking conditions in the area and provide different measures to increase the parking provision, if needed, as and when appropriate **(R7(Part) to R23(Part), R31(Part), R33(Part), R38(Part), R40(Part), R44(Part), R82(Part) to R92(Part), R126(Part), R127(Part), R153(Part) and R169);** and
- (m) the compensation and rehousing issues are beyond the scope of the statutory plan-making procedure and hence the ambit of the Town Planning Board. The Government will follow the established procedures for processing ex-gratia allowance and/or rehousing arrangements to the eligible residents affected by clearance in accordance with the prevailing policies **(R156 to R164, R166, R168, R170, R171 and R184).**

9. DECISION SOUGHT

- 9.1 The Board is invited to give consideration to the representations and comments, taking into consideration the points raised in the hearing session, and consider whether to propose/not to propose any amendment to the draft OZP to meet/partially meet the representations.
- 9.2 Should the Board decide that no amendment should be made to the draft OZP to meet the representations, Members are also invited to agree that the draft OZP, together with the Notes and updated Explanatory Statement, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

10. ATTACHMENTS

Annex I	Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/26 (reduced size)
Annex II	Schedule of Amendment to Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/25
Annex III	List of Representers and Commenters in respect of Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/26
Annex IV	Summary of Representations and Comments to Representations and Responses of Government departments

Attachment I to Annex IV	Summary of Representations submitted in template format and Responses of Government departments
Attachment II to Annex IV	Responses from the Lands Department to Representations on Land Administration Matters
Annex V	Extract of Minutes of the MPC Meeting on 20.3.2020
Annex VI	Extract of Minutes of the MPC Meeting on 12.11.2021
Annex VII	Gist of Town Hall Briefing Session on 10.5.2021 (Chinese version only)
Annex VIII	Extract of Minutes of KTDC Meeting on 6.7.2021 (Chinese version only)
Annex IX	Letter from the KTDC Secretariat on 16.8.2021 (Chinese version only)
Annex X	The Government's Reply to the KTDC Secretariat's Letter (Chinese version only)
Annex XI	Extract of Minutes of the Task Force Meeting on 2.9.2021 (English version only)
Annex XII	Provision of Open Space and Major Government, Institution and Community Facilities in Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area
Plan H-1	Amendments Incorporated in the Draft OZP No. S/K15/26
Plan H-2	Location Plan of Representation Sites
Plans H-3a and 3b	Site Plans of Representation Sites and Surrounding Areas
Plan H-4	Aerial Photo of Amendment Sites
Plans H-5a to 5d	Site Photos of Amendment Sites
Plan H-6	Proposed Development Layout for the CKLV Development under FS
Plans H-7a to 7c	Proposed Traffic Improvement Measures under FS
Plans H-8a to 8c	Notional Scheme of the Proposed Public Housing Development at CKLV
Plans H-8d to 8e	Artist's Impression for the CKLV Public Housing Development
Plans H-9a to 9c	Notional Scheme of the Proposed Public Housing Development at the Ex-CKLKMS Phase 2
Plans H-10a to 10f	Photomontages
Plan H-11	Pedestrian Connectivity and Planned PWP in the CKL Area
Plan H-12	Annual and Summer Prevailing Winds in the CKL Area
Plan H-13	Proposed School Area – Originally Reserved School Site and Amendment Item B2

PLANNING DEPARTMENT
AUGUST 2022