

**TPB Paper No. 10992**

**For Consideration by  
The Town Planning Board on 17.1.2025**

**PROPOSED AMENDMENTS TO THE  
APPROVED TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/30**

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**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/30 (**Appendix A**) as shown on the draft Tseung Kwan O OZP No. S/TKO/30A (the draft OZP) (**Appendix B**) and its Notes (**Appendix C**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Appendix D**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 17.9.2024, the Chief Executive (CE) in Council under Section 9(1)(a) of the Ordinance, approved the draft Tseung Kwan O OZP, which was subsequently renumbered as S/TKO/30. On 27.9.2024, the approved Tseung Kwan O OZP No. S/TKO/30 (**Appendix A**) was exhibited for public inspection under section 9D(2) of the Ordinance.
- 2.2 On 3.1.2025, the Secretary for Development (SDEV), under the delegated authority of the CE, directed the Board under section 3(1)(a) of the Ordinance to amend the planning scheme boundary of the OZP to include the proposed reclaimed areas along the shorelines at Tseung Kwan O Area 137 (TKO 137) and off Tseung Kwan O Area 132 (TKO 132), to excise a sea area at the boundary of TKO 137, to include the new connecting roads between TKO 132 and Tseung Kwan O – Lam Tin Tunnel and Tseung Kwan O Cross Bay Bridge, and to rationalise the planning scheme boundary to follow the existing shorelines and the boundary of Clear Water Bay Country Park in various locations on the OZP (coloured blue on **Plan 6**).
- 2.3 On the same date, SDEV also referred the approved Tseung Kwan O OZP No. S/TKO/30 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 10.1.2025, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

### 3. **Background**

- 3.1 TKO 137<sup>1</sup> in Fat Tong O, located to the south of Tseung Kwan O InnoPark, is a sizeable piece of formed land of around 80 hectares (ha). It is zoned “Other Specified Uses” annotated “Deep Waterfront Industry” (“OU(DWI)”) on the OZP intended primarily for special industries which require marine access<sup>2</sup>. The majority of the land is currently being used as a temporary fill bank for storing public fill for reuse in reclamation. In anticipation of future reclamation works that might take up the public fill from TKO 137 progressively, and the land is not required for the deep waterfront industry originally planned for, there is opportunity to re-plan TKO 137 and make good use of this rare, vast piece of formed land in the metro area.
- 3.2 The Government announced in the 2022 Policy Address that TKO 137 will be developed into a new community primarily for residential purpose, providing about 50,000 residential units, as an extension of Tseung Kwan O New Town. It will be served by the existing road network as well as the Tseung Kwan O – Yau Tong Tunnel and Tseung Kwan O Line Southern Extension (TKLSE) recommended under the Hong Kong Major Transport Infrastructure Development Blueprint (the Major Transport Blueprint) promulgated in 2023. A piece of land to be reclaimed off TKO 132 in Chiu Keng Wan is also identified for accommodating five public facilities serving the region (including Tseung Kwan O) which require marine frontage for their operation.
- 3.3 A Preliminary Outline Development Plan (PODP) for TKO 137 and TKO 132 was recommended under the “Planning and Engineering Study for Re-planning of Tseung Kwan O 137 – Feasibility Study” jointly commissioned by Civil Engineering Development Department (CEDD) and Planning Department (PlanD). The Legislative Council (LegCo)’s Panel on Development and the Sai Kung District Council (SKDC) were consulted on the PODP in January and February 2023 respectively. The LegCo’s Panel on Development was generally supportive of the proposed developments in TKO 137 and TKO 132. SKDC and local residents generally supported the proposal to make good use of TKO 137 for residential developments as this is a rare, vast piece of formed land in the metro area to increase housing supply. Some were however concerned about whether additional transport infrastructure, such as TKLSE and Tseung Kwan O - Yau Tong Tunnel, will be in place to cope with the increase in population in Tseung Kwan O. SKDC members, in particular, raised concerns over the public facilities to be provided off TKO 132, and the nuisance (e.g. noise and odour) brought about by such facilities. To enable residents in the neighbourhood to understand better the proposed developments and the grounds of accommodating the said region-specific public facilities off TKO 132, two town-hall forums and

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<sup>1</sup> Currently, TKO 137 includes the land in Fat Tong O generally bounded by Clear Water Bay Country Park, Tit Cham Chau, Junk Bay, Fat Tong Chau and Tseung Kwan O InnoPark mostly reclaimed in late 1990s/early 2000s, and is being used as a temporary fill bank, a desalination plant, a pier for off-loading explosive and a portion of the South East New Territories Landfill Extension (SENTX). The subject area under study focuses mainly on the land being taken up by the temporary fill bank.

<sup>2</sup> TKO 137 has been zoned as “OU(DWI)” since the first Tseung Kwan O OZP No. S/TKO/1 published on 11.12.1992. It is intended primarily for special industries which require marine access, access to deep water berths or water frontage. Industries to be accommodated within this zone are usually capital intensive, land-intensive and cannot be accommodated in conventional industrial buildings.

12 meetings with representatives from around 30 organisations such as the owners’ committees of the residential estates in TKO, estates’ representatives, Area Committees members, local residents, villagers and concern groups, etc. were also held between February and March 2023. A visit for SKDC members to similar regional-specific public facilities<sup>3</sup> was also organised in April 2023.

- 3.4 Subsequently, the “Development of Tseung Kwan O Area 137 and Associated Reclamation Sites – Investigation, Design and Construction” (the Study) was commissioned by CEDD in November 2023. Under the Study, the PODP was reviewed and refined taking into consideration the public views collected. Detailed technical assessments have been conducted and a Recommended Outline Development Plan (RODP) has been formulated (**Drawings 1a to 1c**). On 5.11.2024, SKDC was consulted on the enhanced land creation proposal (details in paragraph 11 below). Compared with the PODP, there are several refinements incorporated into the RODP in response to the public views collected in the PODP stage<sup>4</sup>. The RODP and the Consolidated Planning and Engineering Assessments Report under the Study are attached at **Appendix E**.
- 3.5 It is targeted to progressively commence works in TKO 137 and TKO 132 in phases starting from the end of this year. The first population intake of TKO 137 will be in 2030, while the proposed public facilities in TKO 132 will come in operation starting from 2030 onwards.
- 3.6 To take forward the proposed developments in the RODP formulated under the Study, relevant amendments to the OZP are hereby proposed. Opportunity has also been taken to revise the Notes of the OZP to incorporate the latest revisions of the Master Schedule of Notes (MSN) to Statutory Plans where appropriate, to include other technical amendments to the Notes of the OZP, and to update the ES of the OZP to reflect the latest circumstances.

## **4. Land Use Proposal**

### **TKO 137 in Fat Tong O**

- 4.1 TKO 137 in Fat Tong O is positioned as a new waterfront community primarily for residential purpose, accommodating about 50,000 residential units for a total population of around 135,000. To provide the land for housing and supporting

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<sup>3</sup> These include the concrete batching plant in Sam Mun Tsai, Tai Po and Island East Transfer Station in Chai Wan locating only about 50m and 280m away from the nearest residential development respectively.

<sup>4</sup> These include (i) reduction of the number of public facilities on the land to-be-reclaimed off TKO 132 from 6 to 5 by cancelling the provision of a marine refuse collection point; (ii) reduction of the reclamation extent in TKO 132 through optimisation of the layout, re-arrangement of operation of the public facilities and creation of land through suitable slope-cutting such that the land to be created off TKO 132 has been reduced from 25 ha to 20 ha (a reduction of 20%); and (iii) provision of a public market in the joint-user government complex in TKO 137. Besides, the Government also commits to (i) have earlier implementation of the public open space in Tseung Kwan O Area 72 (Tiu Keng Leng Park); (ii) improve the pedestrian linkages between Tiu King Leng and TKO 132 and study how to improve the hiking trails between TKO 132 and Lei Yue Mun; (iii) study the possible hiking trails between TKO 137 and Clear Water Bay Country Park; and (iv) open the existing pier near Tit Cham Chau for public use to strengthen the water transport of TKO 137 and unleash the recreation development potential of outlying islands of Sai Kung.

facilities for the new waterfront community, a total developable area will be about 103 ha, including about 20 ha of land created from reclamation in the existing barging basin and along the shoreline. The RODP of TKO 137 is provided at **Drawing 1b**.

- 4.2 The predominantly high-density residential community will be well supported by a wide range of facilities including retail, commercial, government, institution and community (GIC) uses, recreational and open space, as well as supporting infrastructure. A joint-user government complex is proposed at the centre of TKO 137 to provide a swimming pool complex, a sports centre, a public market, a community hall, a health centre and other GIC facilities which will be the major activity node of TKO 137. Another sports centre, primary and secondary schools and other GIC facilities will also be provided in suitable locations within the area. In addition, a waterfront site for commercial/residential development next to the railway station with a planned public transport interchange (PTI) will provide commercial and retail floor space to enhance the vibrancy of TKO 137. Commercial uses including shop and services and eating place would also be allowed on the lowest three floors of all residential sites to suit the needs of the local residents.
- 4.3 Based on the recommendation of the Major Transport Blueprint, a new railway station of TKLSE is proposed in the centre of TKO 137. PTIs will be provided at selected sites next to railway station and close to major residential sites. To enhance walkability and facilitate convenient pedestrian circulation, a comprehensive all-weather pedestrian network comprising footbridges, covered walkways at ground level and internal walkways at podium level of residential and commercial developments, will be provided between railway station, individual residential sites and major activity nodes. The exact alignment of the pedestrian network is subject to further study, and will be stipulated in the departmental Outline Development Plan (ODP) to be prepared.
- 4.4 Taking into account its prominent waterfront location, the new community will be equipped with a strong sense of place and distinctive identity. An urban design framework has also been formulated (**Drawing 2**) to promote quality living environment. A stepping-down building height (BH) profile of the proposed developments in two directions, from northeast hillside towards southwest waterfront, and from the north towards southern waterfront which opens to a long vista to South China Sea through Tathong Channel is proposed. Variation of BHs within development sites is also recommended to create a dynamic overall skyline. A network of linked open spaces in TKO 137 connecting the blue-green natural resources around Fat Tong O (Clear Water Bay Country Park and Junk Bay) will be provided to allow close interaction of the developments with the natural environment. Amongst these, a Gateway Plaza is proposed in the centre of Fat Tong O next to the railway station which will be the major green corridor, civic space and arrival node of the area as well as the joint-user government complex mentioned before. With an about 1.5km-long waterfront promenade along the shoreline of TKO 137, the future waterfront area will feature recreation-oriented quality public realms with good connectivity which would positively relate to the adjoining built environments (**Drawing 3**). To further enhance vibrancy along the waterfront and major pedestrian corridor, retail frontage comprising shop and

services and eating place are to be provided at the ground floor along the selected frontage of development sites facing waterfront and open spaces. Furthermore, breezeways and visual corridors are intrinsically integrated with the land use layout of TKO 137. Major roads and linear open spaces, doubled as breezeways and visual corridors, are carefully arranged in alignment with prevailing winds and visually connecting the hillside of the Clear Water Bay Country Park and the waterfront. The artist impression of TKO 137 is provided at **Drawing 4a**.

4.5 The key development parameters of TKO 137 are provided below :

<b>Total Development Area (ha) (about)</b>	<b>103</b> (including about 20 ha of reclamation)
- Residential	46.5
- Commercial/Residential	5.5
- G/IC	10
- Open space	19
- Other uses (including effluent polishing plant and green fuel station)	5
- Major roads, etc.	17
Total No. of Flats (about)	50,000
Total Planned Population (about)	135,000
Domestic Plot Ratio (PR)	4 to 7.5
Non-domestic PR for Commercial/Retail Facilities	1 (for commercial/residential site) 0.3 (for residential sites)
BH of Residential and Commercial/Residential Sites	120mPD to 200mPD
Major GIC and Supporting Facilities	<ul style="list-style-type: none"> <li>- One public market</li> <li>- One swimming pool complex</li> <li>- Two sports centres</li> <li>- One community hall</li> <li>- One health centre</li> <li>- Three primary schools and two secondary schools</li> <li>- One recycling centre and one public refuse collection point</li> <li>- One post office</li> <li>- One divisional police station</li> <li>- One sub-divisional fire station cum ambulance depot</li> <li>- Two electricity substations</li> <li>- One fresh water service reservoir and one salt water service reservoir</li> </ul>

	<ul style="list-style-type: none"><li>- One effluent polishing plant</li><li>- One green fuel station</li></ul>
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Land to-be-reclaimed off TKO 132 in Chiu Keng Wan

4.6 Away from the population centre of the Tseung Kwan O New Town while close to the Tseung Kwan O-side portal of Tseung Kwan O – Lam Tin Tunnel, the about 20 ha of land to-be-reclaimed in Chiu Keng Wan off TKO 132 are identified to house five region-specific public facilities that require marine frontages for operation. The RODP of TKO 132 is provided at **Drawing 1c**. The proposed major public facilities include:

- (i) **Electricity Facilities** comprising power receiving and conversion facilities, as an important strategic infrastructure for enhancing Hong Kong's capability to import zero-carbon energy through regional cooperation from the Mainland and meeting the decarbonisation target of reducing Hong Kong's carbon emissions by 50% before 2035 as compared to the 2005 level, with a view to achieving carbon neutrality before 2050. TKO 132 is considered as the optimal location as it can provide marine frontage for the landing of submarine power cables from the Mainland and is situated near the potential connection points of the two power companies' existing power grids at Tseung Kwan O and Hong Kong Island East. Besides, two power companies' power systems will be interconnected via the Electricity Facilities through submarine cables with a shorter distance;
- (ii) a **Construction Waste Handling Facility** to receive, handle and bulk transfer the construction waste generated in the eastern part of Hong Kong (including Tseung Kwan O) to other downstream waste handling facilities in Hong Kong as required upon decommissioning of the South East New Territories Landfill Extension prior to population intake at TKO 137. The bulk transfer of construction waste for disposal by barges requires marine frontage;
- (iii) a **Public Fill Transfer Facility** to receive public fill generated from the eastern part of Hong Kong (including Tseung Kwan O) and transfer to other downstream handling facilities through marine transport. Public fill generated in the eastern part of Hong Kong is currently received and stockpiled at the temporary fill bank in TKO 137 pending transfer to appropriate projects for reuse. Public fill may be taken up by future reclamation works, and the fill bank will be decommissioned progressively for the development of TKO 137 as a new residential community;
- (iv) a **Refuse Transfer Station** to compact and containerise municipal solid waste collected from the eastern part of Hong Kong (including Tseung Kwan O) and transfer to downstream waste management facilities by marine transport. Currently, there is no refuse transfer station in Tseung Kwan O nor other part of Territory East and municipal solid waste has to be transported to the refuse transfer stations in Island East, West Kowloon

and Sha Tin. The new refuse transfer station could alleviate stress of the said refuse transfer stations and the traffic of the nearby roads by reducing long distance trips of refuse collection vehicles; and

- (v) a **Concrete Batching Plant** to produce and deliver freshly mixed concrete for construction sites in New Territories East (including Tseung Kwan O) and Kowloon East. Marine frontage to allow transportation of raw materials by sea for concrete production is required to facilitate the operation of the Concrete Batching Plant and avoid increasing loading on road traffic.

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

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

4.8 At present, there is no road connection in TKO 132. New connecting roads are proposed so that a direct access between TKO 132 and Tseung Kwan O – Lam Tin Tunnel and Tseung Kwan O Cross Bay Bridge could be achieved. Traffic induced by the public facilities, when commuting to or from Kowloon, do not have to route through existing road network in the Tseung Kwan O town centre, thus minimising any possible nuisance to local residents.

4.9 The land to be reclaimed off TKO 132 has a buffer distance of around 1km from the nearest residential developments in Tseung Kwan O and Hong Kong Island. All developments on the reclaimed land should be low-rise development with the maximum BH ranging from 15mPD to 70mPD. The BH profile is a response to the adjacent natural hillside, respecting the location of existing Junk Bay Chinese Permanent Cemetery and to minimise visual impact to Junk Bay area while facilitating the operational needs of the planned public facilities. To further minimise any possible visual impact, vertical greening, special architectural feature on facades, green roofs and variety of BHs within individual sites will be encouraged at the public facilities. Breezeways that align with the prevailing winds are also introduced across various sites with a view to creating well-ventilated microclimate and increasing permeability between building masses. The artist impression of TKO 132 is provided at **Drawing 4b**.



### Technical Assessments

- 4.10 Detailed technical assessments have been conducted to assess the possible impacts of the proposed developments under the RODP. An Environmental Impact Assessment (EIA) Report to assess the environmental impacts has been submitted for approval under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499) in November 2024 and is now being exhibited for public to comment until 11.2.2025 under the EIAO. Other technical assessments to assess the possible impacts from aspects of traffic and transport, air ventilation, landscape and visual, marine traffic, geotechnical, drainage, sewerage, water supplies, hydraulic, reclamation, utilities, socio-economic, land requirement and sustainability have also been conducted in the Study which have established the technical feasibility of the proposed developments and concluded that there is no insurmountable potential impact.
- 4.11 Relevant government bureaux/departments have been consulted and have no adverse comment on the proposed developments. The Study findings presented in the Consolidated Planning and Engineering Assessments Report (**Appendix E**) are summarised in the following paragraphs.

### Traffic and Transport Aspect

- 4.12 According to the Traffic and Transport Impact Assessment (TTIA), with the implementation of the necessary local road improvement works and public transport provision recommendations in place according to the relevant population intake years, traffic impacts of the proposed developments in TKO 137 and TKO 132 on the nearby road and public transport networks will be manageable. The performance of MTR Tseung Kwan O Line with extension to TKO 137 was assessed and concluded that the impact of TKO 137 to the operation of Tseung Kwan O Line is also considered to be acceptable. Adequate widths for footpath and cycle network have also been incorporated into the road network design to promote green transport modes. In sum, the TTIA concluded that the proposed developments in TKO 137 and TKO 132 are acceptable from traffic point of view. Commissioner for Transport (C for T) has no adverse comment on the proposed developments from traffic engineering viewpoints.
- 4.13 During the Board's consideration of representations and comments in respect of the draft Tseung Kwan O OZP No. S/TKO/27 (TPB Paper No. 10719) on 19.2.2021 regarding the rezoning of a site at Chiu Shun Road for residential development, Members had general concerns on the traffic conditions in Tseung Kwan O<sup>5</sup>. At the meeting, it was agreed that an overview of short, medium and long-term transport infrastructure provisions in Tseung Kwan O, including major roads, tunnels and railway lines should be provided for the Board's reference in an appropriate juncture which is discussed in the following paragraphs.
- 4.14 With the opening of Tseung Kwan O – Lam Tin Tunnel and Tseung Kwan O Cross Bay Bridge in December 2022, road traffic of the whole Tseung Kwan O area has

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<sup>5</sup> Some of the representations advised that the proposed development at the concerned site would increase traffic flow and exacerbate the traffic congestion in the area (e.g. at Tseung Kwan O Tunnel), and the Traffic Impact Assessment does not cover all the affected areas.

been greatly improved and the key road links in Tseung Kwan O including Tseung Kwan O Tunnel are now operating under volume to capacity (v/c) ratio<sup>6</sup> of 1.0. The TTIA of the Study has assessed the performance of key road links in Tseung Kwan O and also other strategic road links outside Tseung Kwan O<sup>7</sup> under each of the forecasting years with full consideration of the proposed developments in TKO 137 and TKO 132 as well as all other planned developments in Tseung Kwan O. Most of the assessed key road links would be operating at a v/c ratio below 1.0 in all design years. While the v/c ratio of the westbound (Kowloon) direction of Tseung Kwan O Tunnel and Tseung Kwan O – Lam Tin Tunnel will exceed 1.0 during morning peak starting from the design years of 2031 and 2036 respectively, the congestion in these two tunnels will be relieved after the completion of Tseung Kwan O – Yau Tong Tunnel in 2039 and beyond which the three tunnels will be operated at a v/c ratio below 1.0 in the design year of 2041.

- 4.15 On rail transport side, when formulating the Major Transport Blueprint, the latest planning and land use information, including the potential new population in the Tseung Kwan O area and TKO 137 had thoroughly been considered. Through upgrading the signaling system and increasing the number of trains, the train frequency and maximum carrying capacity of the MTR Tseung Kwan O Line could meet the passenger demand to and from Po Lam Station as well as the increased train frequency to and from LOHAS Park Station and future railway station in TKO 137 of TKLSE, meeting the transport demand arising from long-term development in Tseung Kwan O.
- 4.16 Taking into account the time required for reclamation and infrastructure works, the progress of decanting of temporary fill bank and that some of the sites are required for temporary works areas of TKLSE, the estimated earliest available dates of individual site in TKO 137 are spanning across years, and the population intakes of the residential developments are scheduled progressively from 2030 and onwards. Relevant bureaux/departments will closely monitor the traffic and transport situations in Tseung Kwan O.

#### EIA

- 4.17 As mentioned in paragraph 4.10, an EIA has been conducted under the Study and is now being exhibited for public inspection until 11.2.2025 under the EIAO. It has demonstrated the environmental acceptability of the proposed developments in the aspects of air quality, noise, water quality, sewerage and sewage treatment, waste management, land contamination, ecological, fisheries, landscape, visual, cultural heritage, hazard to life, landfill gas hazard, and electric and magnetic field impacts, with the implementation of the proposed mitigation measures for construction and operation stages. An environmental monitoring and audit programme has also been recommended to ensure the effectiveness of recommended mitigation measures.

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<sup>6</sup> Volume to capacity (v/c) ratio is an indicator that reflects the traffic conditions of a road. A ratio equals to or less than 1.0 means that a road has sufficient capacity to cope with the expected vehicular traffic, while a ratio above 1.0 indicates the onset of slight congestion. If the ratio increases further, traffic will slow down and congestion will become more serious. As the ratio approaches 1.2, traffic speeds deteriorate considerably.

<sup>7</sup> Including Kwun Tong Bypass, Trunk Road T2 linking up Tseung Kwan O – Lam Tin Tunnel and Central Kowloon Route under construction, Kwun Tong Road and Eastern Harbour Crossing.

## Air Quality Impact

- 4.18 The potential air quality impacts of the construction and operation phases of proposed development in TKO 137 and TKO 132 were assessed in the EIA report. Cumulative impacts from various sources, including Effluent Polishing Plant, Construction Waste Handling Facility, Public Fill Transfer Facility, Concrete Batching Plant as well as traffic emissions from TKO 132 and TKO 137 were evaluated. The results showed that concentrations of typical air pollutants at all air sensitive receivers (ASRs) would comply with the Hong Kong Air Quality Objectives while other air pollutants would also be well below international standards. Cumulative odour impact from various facilities within a 500m assessment area, including the Effluent Polishing Plant and Refuse Transfer Station was evaluated and predicted to comply with the Technical Memorandum on EIA Process. No adverse air quality and odour impact on the existing and planned ASRs is anticipated. There will be separate EIA studies to assess the three Designated Projects (DPs) in TKO 132 including Refuse Transfer Station, Construction Waste Handling Facility and Electricity Facilities. Air quality impact will be further investigated in the further EIA studies in detailed design stage.

## Noise Impact

- 4.19 Potential noise impacts of the proposed development in TKO 137 and TKO 132 have been assessed as part of the EIA report, which include construction noise, fixed noise, rail noise, road traffic noise and marine traffic noise. The assessments conclude that there is no anticipated adverse noise impact.
- 4.20 Assessment on the potential fixed noise impact from proposed facilities at TKO 132 and existing facilities in the vicinity of TKO 137 and on the proposed facilities at TKO 137 during operation phase was conducted. It is considered that no adverse operational phase fixed noise impact from these proposed facilities with the implementation of good design and mitigation measures (such as quieter plant, noise barriers and enclosures, etc.). Moreover, for the DPs (e.g. Construction Waste Handling Facility, Refuse Transfer Station and Electricity Facilities in TKO 132, and Effluent Polishing Plant in TKO 137), Fixed Noise Source Management Plan (FNMP) containing quantitative fixed noise sources impact assessment, recommended noise mitigation measures, implementation details of the noise mitigation measures, commissioning test requirements and fixed noise sources impact monitoring and audit programme will be submitted by the project proponents to Environmental Protection Department (EPD) before tendering and commencement of implementation.
- 4.21 Road traffic noise impact assessment has been conducted. The predicted overall road traffic noise level at all representative existing noise sensitive receivers would comply with relevant noise criteria under unmitigated scenario in year 2041 that no further mitigation measures would be required.

## Water Quality Impact

- 4.22 Key sources of water quality impact arising from the land-based construction such as runoff and wastewater from construction activities can be controlled through suitable migration measures. Marine-based water quality impact in construction phase mainly arises from the proposed reclamation works at TKO 137 and TKO 132. Non-dredged deep cement mixing method is proposed for the reclamation work which will enable in-situ stabilisation of the underlying sediments without excavation, dredging, shoring or dewatering and thus minimise waste exposure to the water environment. For operational phase, wastewater and sewage generated from the proposed developments would be discharged to the existing public sewerage system for proper treatment and disposal. No adverse water quality impact arising from the proposed developments is expected.

## Ecological Impact

- 4.23 TKO 137 is largely comprised of developed area while the proposed reclamation areas in TKO 137 and TKO 132 are largely comprised of subtidal hard and soft substrata. The ecological impact assessment has been conducted as part of the EIA report, covering terrestrial and marine habitats and the associated wildlife. With full implementation of the recommended mitigation measures along with the environmental monitoring and audit activities, the level of the ecological impacts from the proposed development would be low. No unacceptable residual ecological impact is expected.
- 4.24 A total of nine terrestrial and three marine habitat types were identified within the assessment area and all habitats were considered as having low or low to moderate ecological value, except for shrubby grassland / grassland within the Clear Water Bay Country Park, which was considered as having moderate ecological value. The flora and fauna communities recorded were mostly in low or low to moderate diversity and abundance, and generally consisted of locally common and widespread species and/or generalist species. Some species of conservation importance were also recorded, including 32 hard coral species and three black coral species from the marine survey. Taking into account the ecological conditions, the proposed developments have been designed to avoid direct encroachment on any sites of conservation importance and ecologically sensitive sites. Several adjustments have also been made, including the reduction of the extent of the land-based works and the footprint of reclamation, to avoid and minimise the potential impact on terrestrial and marine habitats and associated wildlife.
- 4.25 For the marine habitats in TKO 132, it was estimated that there would have permanent loss of about 0.3 ha of intertidal habitats, about 20 ha of sea surface (water column), and about 22 ha of subtidal habitats (hard and soft substrata). Temporary loss of about 8 ha of sea area (soft substrata and water column) would also anticipated. Low to moderate coverage of hard coral communities and low coverage of sparse black corals were recorded within the footprint of marine works in TKO 132. Nonetheless, these coral species were generally common and abundant in Hong Kong waters, with no rare coral species or species with restricted distribution recorded. Thus, the ecological impact of the loss of this

subtidal hard substrata habitat in TKO 132 was expected to be low to moderate if unmitigated. Mitigation measures were recommended, including transplantation/translocation of coral species of conservation importance, to avoid and minimise for any identified ecological impacts rated with an impact severity of low to moderate and above.

#### Landscape and Visual Impacts

- 4.26 The Study has reviewed the landscape and visual impacts during construction and operational phases of the proposed developments and, with an aim to minimize the potential impacts, considered minimization of works areas, incorporation of aesthetic external designs and landscape treatments in the proposed infrastructure.
- 4.27 Based on the broad-brush tree survey, about 1,250 existing trees out of a total of 5,497 trees surveyed would be directly affected by the proposed works and would be proposed to be removed or transplanted as far as practicable. There is no Registered Old and Valuable Tree, rare or endangered tree species nor tree with diameter at breast height (DBH) over 1m which is considered as Tree of Particular Interest being identified. On-site compensation tree planting would be provided at a 1:1 ratio where appropriate and applicable to compensate for tree loss due to the proposed developments in accordance with the prevailing mechanism.
- 4.28 In terms of visual impact, considering the scale of the proposed development of TKO 137 and TKO 132, it is anticipated that the existing visual context would be inevitably affected in selected locations and various levels. Urban design strategies have been recommended to alleviate the potential impacts as discussed in paragraphs 4.4 and 4.9 above, including, for TKO 137, the creation of a dynamic overall skyline with stepped BHs, interaction between the proposed development and the blue-green natural resources, integration of the built and natural environment through quality public realms and the waterfront promenade, reservation of visual corridors, etc. Also, a low-rise BH profile, urban design and architectural features, and breezeways are introduced for TKO 132. Photomontages of the proposed developments are extracted at **Drawings 5a to 5e**.
- 4.29 The Study acknowledged the localized and limited residual landscape and visual impacts in certain levels in relation to the loss of water body, loss of natural shorelines and the views from hilltop and from sea level. With full implementation of the recommended mitigation measures, it is concluded that unacceptable adverse residual landscape and visual impacts are not anticipated.

#### Air Ventilation Aspect

- 4.30 Major breezeways and air paths have been reserved along major roads and linear open spaces to facilitate the flow of prevailing wind. A detailed air ventilation assessment (AVA) study was conducted in accordance with the guidelines stipulated in the Technical Guide for AVA for Developments in Hong Kong with regards to Computational Fluid Dynamics modelling. For TKO 137, it is suggested that the major wind breezeways reserved would not be obstructed whilst a certain magnitude of blockage in wind flow would be imposed upon the proposed developments. Air ventilation design strategies and measures have

been proposed and concluded that the wind environment within TKO 137 would be maintained, resulting in a minimal negative air ventilation impacts on its surroundings. The AVA study also concluded that TKO 132 would experience good wind availability due to its geographical location fronting the open sea areas of the Junk Bay and Lei Yue Mun. Good air ventilation features have been proposed. Considering the low-rise BH profile and the building morphologies of the public facilities at TKO 132, adverse air ventilation impacts arising upon the proposed developments would be minimal.

#### Marine Traffic Aspect

- 4.31 A review of the marine environment has been conducted in the Marine Traffic Impact Assessment to identify existing marine facilities and metocean conditions in the vicinity, to review marine traffic activities and to assess marine traffic risk. It was not anticipated that the construction and operation of the proposed developments including the proposed reclamation will be significantly impacted by metocean conditions. While it was suggested that traffic activity within and adjacent to TKO132 is relatively lower than in areas further inshore and along the Tathong Channel Traffic Separation Scheme (TSS)<sup>8</sup>, the proposed development at TKO 137 has avoided the majority of key traffic routes within the Tathong Channel TSS. Risk control measures have been initially proposed to mitigate the potential impact anticipated to arise from the required marine works. Overall, there is no significant impact on navigation safety arising from the reclamation works of TKO 137 and TKO 132 within Tathong Channel TSS.

#### Geotechnical, Site Formation and Reclamation Aspects

- 4.32 Geotechnical appraisal, natural terrain hazard assessment, preliminary evaluation of site formation works, design on reclamation works and ground treatment works, etc. have been conducted. Based on the preliminary assessment, with the recommendation of mitigation measures it is considered that the proposed developments are geotechnically feasible.
- 4.33 The proposed site formation level of TKO 137 is +6.75mPD, which will be gradually fall to +5.8mPD towards the northern boundary for smooth connection with the existing Wan Po Road and Tseung Kwan O InnoPark. The proposed site formation level of the entire TKO 132 is +6.75mPD taking into account the proposed drainage network and adjoining natural terrain.
- 4.34 In terms of reclamation, primarily sloping seawalls are proposed for TKO 137. For TKO 132, slope cutting is proposed to minimize the volume and extent of reclamation, preserve the existing profile of natural terrain, avoid disturbance to the adjacent facilities and minimize the environmental impacts to the public during construction and operation phases. Sloping seawall at the north and vertical seawalls on the east and south are proposed for the TKO 132 reclamation area, subject to further study. Preliminary marine structure design has been

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<sup>8</sup> The Tathong TSS located in the vicinity of TKO 137 and TKO 132 is implemented to facilitate traffic management and enhance navigational safety by the Marine Department. A clearance of about 250 m from the boundary of the Tathong Channel TSS is required for in-shore marine traffic. This limits the use of wave-like configuration of ecological enhanced seawall if developable reclaimed land is to be maximised.

proposed, taking into account various considerations such as the operational needs of future users, promenade and landscape design, as well as to cater for climate change effect towards the end of the 21<sup>st</sup> century. Sensitivity test to assess the potential risk due to climate change uncertainty beyond this century has also been conducted, and suggested consideration of potential upgrades as a future allowance in the seawall design as and where appropriate.

#### Drainage Aspect

- 4.35 At present, majority of the temporary fill bank at TKO 137 is unpaved and the surface run-off is managed through a temporary open channels. New trunk drainage systems are proposed for TKO 137 and TKO 132 to mitigate the drainage impact and the assessment concluded that the proposed drainage system is adequate to convey surface runoff under 1-in-50-year and 1-in-200-year design event with potential climate change to the end-21<sup>st</sup> century. Blue-green infrastructure, including permeable pavement and rain garden, should also be adopted as far as practicable in TKO 137 and TKO 132 to enhance the resilience of the proposed drainage systems in the face of climate change.

#### Sewerage Aspect

- 4.36 To cater for the proposed development in TKO 137, an Effluent Polishing Plant designed for secondary plus treatment level is proposed within TKO 137. A sewage pumping station and related sewerage system are also proposed in TKO 132 to convey the generated sewage to the existing sewerage system at Tiu Keng Leng. Overall, with the provision of the proposed sewers and sewerage facilities at TKO 137 and TKO 132, it is anticipated that no adverse implications on sewerage and sewage treatment would be resulted.

#### Water Supplies Aspect

- 4.37 At present, TKO 137 and TKO 132 is out of any existing fresh and salt water supply zone and there is no fresh and salt water distribution main. New fresh water and salt water supply and distribution systems have been proposed, which include new fresh water and salt water service reservoirs with associated water mains to support the proposed development at TKO 137, and new water mains for TKO 132. It is concluded that with the proposed water supplies infrastructure, the water demand of the developments can be met without negative impact to the existing water supply system.

#### Other Aspects

- 4.38 The Study also conducted assessments in aspects including cultural heritage, hydraulic, utilities, landfill gas hazard, fisheries, socio-economic, land requirement and sustainability, with relevant recommendations of infrastructural provisions and mitigation measures, to establish the technical feasibility of the proposed developments.

## 5. **Proposed Amendments to the OZP**

- 5.1 To take forward the proposed developments at TKO 137 and TKO 132, the following Amendment Items A to F are proposed. To have better illustration of the location of the proposed developments, TKO 137 has been sub-divided into 5 small planning areas, i.e. Areas 137A to 137E while the new land to-be-reclaimed off Area 132 is numbered as Area 132B<sup>9</sup> on the Plan (**Plan 1**).

Amendment Item A – Incorporation of the sea area to be reclaimed off Fat Tong O into the Area, zoning the reclamation area as and rezoning the adjoining land from “OU(DWI)” and “OU” annotated “Desalination Plant” (“OU(DP)”) to the following zonings for the proposed development in TKO 137 (Plans 3a, 4a and 5a)

- 5.2 The concerned areas under Amendment Item A comprise government land currently occupied by the temporary fill bank, a temporary concrete batching plant under short-term tenancy as well as the sea area to be reclaimed at the barging basin and waterfront off Fat Tong O.

*Eight sites in Areas 137A, 137B, 137C and 137D to be zoned as “Residential (Group A) 9” (“R(A)9”), “R(A)10”, “R(A)11” and “R(A)12” for residential developments*

- 5.3 A total of 8 sites in different parts of Area 137A, 137B, 137C and 137D (about 46.4 ha) are proposed to be zoned as “R(A)9”, “R(A)10”, “R(A)11” and “R(A)12” for residential developments (**Plan 2a**). These 8 sites are planned for high-density residential developments while commercial uses are allowed at the lowest three floors. Developments within these sub-areas are subject to maximum domestic PRs of 7.5, 7, 6 and 4 respectively and a non-domestic PR of 0.3, and maximum BHs from 200mPD to 120 mPD. The housing type of individual residential site and the overall split of public/private housing in TKO 137 are subject to further review<sup>10</sup>. The maximum domestic PR of 7.5 in the two sites in Areas 137A and 137B follows the maximum domestic PR of Residential Zone 1 in Kowloon and New Kowloon under the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 2 which can optimise the development potential of land resources. Any floor space that is constructed or intended for use solely as railway facilities, public transport facilities, public pedestrian passageway or GIC facilities as required by the Government may be disregarded in the PR calculation. According to the RODP, the estimated total number of flat and the planned population of the 8 sites are:

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<sup>9</sup> The current Area 132 covering Chiu Keng Wan Shan is to be re-numbered as Area 132A.

<sup>10</sup> Public/private housing ratio of 70:30 is assumed in the RODP and technical assessments. Nevertheless, housing type of individual residential site and overall split of public/private housing are subject to further review.



Site No. (Plan 3a)	Zoning	Domestic PR	BH	Flat No. (About)	Population (About)
137A1	“R(A)9”	7.5	200mPD	12,480	33,690
137A2	“R(A)11”	6	185mPD	3,300	8,900
137B1	“R(A)9”	7.5	190mPD	10,390	28,060
137B2	“R(A)11”	6	175mPD	3,550	9,600
137C1	“R(A)10”	7	180mPD	4,390	11,850
137D1	“R(A)10”	7	175mPD	7,180	19,380
137D2	“R(A)12”	4	120mPD	2,500	6,740
137D3	“R(A)12”	4	120mPD	2,890	7,810

- 5.4 Under the urban design framework of TKO 137, varied BH profile within the development sites should be adopted for developments in these sub-areas thereby create dynamic skyline in the area. Retail frontage comprising shop and services and eating place will be provided at the ground floor along the selected frontage of these sites facing the waterfront and open spaces. All of the residential developments will be connected with railway station and major activity nodes through a comprehensive all-weather pedestrian network. In addition to aligning major roads and linear open spaces with prevailing winds and visually connecting the hillside and the waterfront, a non-building area with a northeast to southwest orientation aligning with the “Open Space” (“O”) zone extending from the waterfront should be provided in the “R(A)10” sub-area in Area 137D to maintain a network of continuous visual corridors and breezeways from the waterfront towards Clear Water Bay Country Park. Detailed requirements are subject to further study and will be stipulated on the ODP to be prepared.

*A site in Area 137C to be zoned as “OU” annotated “Commercial/Residential Development with PTI (1)” (“OU(Commercial/Residential Development with PTI)1”) for commercial/residential development with PTI*

- 5.5 It is proposed to zone a waterfront site near the future railway station of TKLSE in Area 137C (about 5.49 ha) (Site 137C2 on **Plan 3a**) to “OU(Commercial/Residential Development with PTI)1” primarily for residential development with commercial use and PTI. Development within this sub-area is subject to maximum domestic and non-domestic PRs of 5 and 1 respectively and a maximum BH of 155mPD. As the site will be close to the future railway station, a PTI shall thus be provided to strengthen its role as an arrival hub for convenience of future residents in TKO 137. Any floor space that is constructed or intended for use solely as railway facilities, public transport facilities, public pedestrian passageway or GIC facilities as required by the Government may be disregarded in the PR calculation. According to the RODP, the estimated total number of flat is about 3,330 and the estimated population is about 8,980.
- 5.6 Under the urban design framework of TKO 137, varied BH profile within the site should be adopted thereby create dynamic skyline in the area. Retail frontage comprising shop and services and eating place will be provided on the ground floor along the frontage of the site facing the waterfront and the Gateway Plaza to the immediate northwest. The site will be connected with railway station, other residential sites and major activity nodes through a comprehensive all-weather

pedestrian network. Detailed requirements will be stipulated on the ODP to be prepared.

*Six sites in Areas 137A, 137C and 137D to be zoned as “Government, Institution or Community (10)” (“G/IC(10)”) for the provision of various GIC facilities*

- 5.7 Six sites (about 8.15 ha) are proposed to be zoned as “G/IC(10)” for the development of various GIC facilities to mainly serve the future population of Area 137 as discussed below.
- 5.8 A site (about 2 ha) located at Area 137C to the immediate east of the railway station is reserved for a joint-user government complex with a swimming pool complex, a sports centre, a public market, a community hall, a health centre and other GIC facilities which will be the major activity node of Area 137. Development within this sub-area is subject to a maximum BH of 60mPD. It will also be conveniently connected with other residential developments in TKO 137 through the comprehensive all-weather pedestrian network.
- 5.9 A site (about 1.73 ha) located at the northern part of Area 137A near Tseung Kwan O InnoPark is reserved for a divisional police station, a sub-divisional fire station cum ambulance depot and a sports centre. Development within this sub-area is subject to maximum BHs of 110mPD for the divisional police station and 50mPD for other GIC facilities.
- 5.10 Two sites (about 0.8 ha) located at the northern part of Area 137A near Tseung Kwan O InnoPark and at the southern part of Area 137D are reserved for a electricity substation each respectively. Developments within these sub-areas are subject to maximum BHs of 40mPD and 30mPD respectively.
- 5.11 One site (about 1.41 ha) located at the centre part of Area 137A is reserved for one primary school and one secondary school. Another site (about 2.21 ha) located at the eastern part of Area 137D is reserved for two primary schools and one secondary school. Developments within these sub-areas are subject to a maximum BH of 8 storeys.

*Seven sites in Areas 137A, 137B, 137C and 137D to be zoned as “O” for the provision of open spaces*

- 5.12 Seven sites (about 18.67 ha) are proposed to be zoned as “O” for the development of the concerned open spaces, as discussed below.
- 5.13 The open spaces proposed under the RODP of the Study aim to provide a network of quality open spaces in different sizes and functions to promote livability of the new community, making good use of the waterfront environment of TKO 137. At the centre of Area 137C is the proposed Gateway Plaza comprising two open spaces separated by road, and connecting the proposed waterfront promenade to the proposed extension of Wan Po Road (Road L8). It is proposed to have retail frontages at the neighbouring developments facing the Gateway Plaza. With its close proximity to the planned joint-user government complex at Area 137C, and direct connection with the planned railway station and a public transport

interchange, the Gateway Plaza will be the main green corridor, civic space and arrival node of TKO 137. With a width of about 100m and an orientation that align with prevailing wind, it will also function as a major visual and wind corridor of the area.

- 5.14 An about 1.5 km long waterfront promenade is also proposed along the shoreline of TKO 137. While the promenade is primarily for passive recreational facilities, it is aimed to create an attractive, vibrant and accessible waterfront area by providing opportunities for retail frontages at the neighbouring developments, cycling tracks, viewing decks and steps towards the water, as well as attractive landscape features.
- 5.15 Two other major open spaces are proposed in both southern and northern ends of Fat Tong O in Areas 137A and 137D which will serve as leisure and active recreational outlets of the area. Several open spaces in smaller sizes are also provided adjacent to the residential sites and GIC facilities for the enjoyment of local residents.

*A site in Area 137E to be zoned as “OU” annotated “Effluent Polishing Plant” (EPP) (“OU(EPP)”) for the provision of an EPP*

- 5.16 The site to the east of the development sites in Area 137 across the proposed extension of Wan Po Road (about 4.52 ha) is proposed to be zoned as “OU(EPP)” for the development of an EPP to cater for the population growth. Development within this sub-area is subject to a maximum BH of 30mPD.

*A site in Area 137D to be zoned as “OU” annotated “Green Fuel Station” (“OU(GFS)”) for the provision of a green fuel station*

- 5.17 The site (about 0.44 ha) at the south of Area 137D is proposed to be zoned as “OU(GFS)” for the provision of a green fuel station for vehicles serving the needs of the community.

*Two sites in Fat Tong Chau in Area 135 to be zoned as “Green Belt” (“GB”)*

- 5.18 The two sites at the foothill of Fat Tong Chau in Area 135 are about 0.15 ha. As reviewed by the Study, the sites are subject to nature terrain hazard and thus no new development is proposed on the RODP. It is proposed to rezone the two sites from “OU(DWI)” to “GB” to reflect the existing conditions.

*A site across Areas 137A, 137B, 137C and 137D to be shown as ‘Road’*

- 5.19 A new road network will be provided within TKO 137 to connect the development sites and Wan Po Road with proposed extension works. The land planned for the road network is about 16.02 ha and is proposed to be shown as ‘Road’.

Amendment Item B – Rezoning of a site in Fat Tong Chau in Area 135 from “GB” and “OU(DWI)” to “G/IC(10)” for a fresh water service reservoir and a salt water service reservoir (Plans 3a, 4a and 5a)

- 5.20 A site on the south-facing slope of Fat Tong Chau in Area 135 (about 5.98 ha) is reserved for a fresh water service reservoir and a salt water service reservoir mainly serving the future population of Area 137. Currently a piece of government land, the majority of the site is covered by vegetation zoned as “GB”, and a minor portion is currently occupied by the temporary fill bank zoned as “OU(DWI)”.
- 5.21 It is proposed to rezone the site from “GB” and “OU(DWI)” to “G/IC(10)” for the development of a fresh water service reservoir and a salt water service reservoir, their associated site formation and access road. Development within this sub-area is subject to a maximum BH of 80mPD.

Amendment Item C – Incorporation of a piece of land occupied by a pier near Tit Cham Chau into the Area, zoning the land as and rezoning the adjoining site from “OU(DWI)” to “OU” annotated “Pier” (“OU(Pier)”) for the provision of a pier in Area 137E (Plans 3a, 4a and 5a)

- 5.22 There is currently a pier at the southern-most tip of Area 137E near Tit Cham Chau (about 0.36 ha) being used by CEDD for off-loading explosive. The pier will cease operation before the population in-take of TKO 137. It is proposed to zone the new land incorporated into the Area of the OZP as and rezone the site from “OU(DWI)” to “OU(Pier)” for the provision of a pier intended for recreation and pleasure vessels and tourism to serve the needs of the community and to enhance the recreation and tourism potential of the area.

Amendment Item D – Incorporation of the sea area to be reclaimed in Chiu Keng Wan in TKO 132B into the Area, zoning the reclamation area as and rezoning the adjoining land from “GB” to the following zonings for the proposed development in TKO 132 (Plans 3b, 4b and 5b)

- 5.23 Majority of the areas concerned under Amendment Item D is the new land to be reclaimed in Area 132B. A minor portion of the areas is the rocky cliff and vegetation at Chiu Keng Wan Shan which is government land.

*A site to be zoned as “OU” annotated “Electricity Facilities” (“OU(EF)”)*

- 5.24 The site in the northern-most portion of Area 132B (about 5.61 ha) is proposed to house the Electricity Facilities to receive zero-carbon energy from the Mainland. It is proposed to zone the site as “OU(EF)”. Development within this sub-area is subject to a maximum BH of 70 mPD.

*A site to be zoned as “OU” annotated “Construction Waste Handling Facility and Public Fill Transfer Facility” (“OU(CWHF&PFTF)”)*

- 5.25 The site in the centre of Area 132B (about 8.6 ha) is proposed to house a Construction Waste Handling Facility and a Public Fill Transfer Facility to serve

the eastern part of Hong Kong (including Tseung Kwan O). It is proposed to zone the site as “OU(CWHF&PFTF)”. Development within this sub-area is subject to maximum BHs of 30mPD for the northern portion and 35mPD for the southern portion.

*A site to be zoned as “OU” annotated “Refuse Transfer Station” (“OU(RTS)”)*

- 5.26 The site in the southern part of Area 132B (about 3.04 ha) is proposed to house a Refuse Transfer Station to serve the eastern part of Hong Kong (including Tseung Kwan O). It is proposed to zone the site as “OU(RTS)”. Development within this sub-area is subject to a maximum BH of 50mPD.

*A site to be zoned as “OU” annotated “Concrete Batching Plant” (“OU(CBP)”)*

- 5.27 The site in the southwestern part of Area 132B (about 0.6 ha) is proposed to house a Concrete Batching Plant to serve the construction sites in New Territories East (including Tseung Kwan O) and Kowloon East. It is proposed to zone the area to “OU(CBP)”. Development within this sub-area is subject to a maximum BH of 35mPD.

*A site to be zoned as “G/IC(10)” and three sites to be zoned as “G/IC”*

- 5.28 All of the four sites (about 0.98 ha) locate along the western edge of Area 132B. One site (about 0.22 ha) is proposed to be zoned as “G/IC(10)” to accommodate a sewage pumping station to support the developments in TKO 132. Development within this “G/IC(10)” sub-area is subject to a maximum BH of 15 mPD.
- 5.29 The other three sites sandwiched between the foothill of Chiu Keng Wan Shan and the five public facilities are proposed to be zoned as “G/IC” and designated as government reserve purpose. Any development in these sites should be low-rise and compatible with the adjoining public facilities and surrounding natural environment.

*A site to be shown as ‘Road’*

- 5.30 New connecting roads will be provided to serve the public facilities at Area 132B comprising at-grade road in Area 132B and elevated roads connecting to Tseung Kwan O - Lam Tin Tunnel and Tseung Kwan O Cross Bay Bridge. The road scheme of these roads will be separately gazetted under the Roads (Works, Use and Compensation) Ordinance (Chapter 370). It is proposed to illustrate the road on the OZP by showing the area as ‘Road’ (about 2.88 ha).

**Amendment Item E – Incorporation of four pieces of land near Chiu Keng Wan into the Area and zoning the land to “GB” (Plans 3b, 4b and 5b)**

- 5.31 The four sites (about 0.42 ha) are existing natural features to be maintained including rocky cliffs and vegetation overlooking Chiu Keng Wan. Three of the sites will become part of the inland of Area 132A upon the proposed reclamation.

Another waterfront site is part of Chiu Keng Wan Shan above the high water mark. All are proposed to be zoned as “GB” to reflect the existing conditions.

**Amendment Item F – Excising five sites in “OU(DWI)” zone from the Area (Plans 3a, 4a and 5a)**

- 5.32 There are five sites (about 0.76 ha) either currently sea areas outside the proposed reclamation boundary of TKO 137, or within Clear Water Bay Country Park. It is proposed to excise these areas from the Area.

**6. Provision of GIC Facilities and Open Space**

- 6.1 Taking into account the proposed developments at TKO 137 as mentioned above, the planned population of the Area would be about 608,900 persons. Based on the requirements under HKPSG, the existing and planned provision for GIC facilities and open space in the Area are generally adequate (**Appendix F**).
- 6.2 As mentioned in paragraphs 5.8 to 5.11 above, six sites (about 8.15 ha) are reserved in TKO 137 for free-standing GIC facilities including a public market, a swimming pool complex, two sports centres, five schools and etc. When detailed planning and development for TKO 137 proceeds, local community facilities not requiring free-standing sites such as social welfare facilities and kindergarten/nursery will also be provided within residential developments in consultation with all concerned bureaux/departments. For example, about 5% of the domestic GFA of the future public housing developments is anticipated to be set aside for the provision of social welfare facilities in accordance with the prevailing policy and practice. There is scope to provide additional premises-based GIC facilities in detailed planning process. Detailed provision of premises-based GIC facilities at individual site in TKO 137 will be further examined in the ODP, and during the preparation of land lease and planning brief of private and public housing respectively.
- 6.3 Although there will be shortfalls in elderly facilities, child care centres, day rehabilitation services and residential care services, the HKPSG requirements for these facilities are long-term goals, the actual provision would be subject to consideration of the Social Welfare Department in the planning and development process as appropriate. As for hospital beds, the Health Bureau adopts a wider spatial context/cluster in the assessment of provision for such facilities. These facilities will be carefully planned/reviewed by relevant government bureaux/departments, and premises-based GIC facilities could be incorporated in future development/redevelopment when opportunities arise.
- 6.4 Based on the requirements under HKPSG, there will be a surplus of about 16 ha of district open space and about 15 ha of local open space provision in the Area. Besides, the vision of higher open space provision (i.e. 3.5m<sup>2</sup> per capita) advocated in the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” has been factored in and adopted as a long-term target when planning the proposed new community in TKO 137. After balancing various land uses, about 19 ha of open space including the entire waterfront area has been

proposed within TKO 137 to provide a network of quality open spaces for public enjoyment. Upon initial review under the Study, potential opportunity spaces are also identified in the vicinity including SENTX to the immediate east of TKO 137 across Wan Po Road for provision of additional open space. With an area of about 100 ha, SENTX is currently zoned “O(2)” with a long-term planning intention for open space use subject to future detailed design taking into account the sloping topography and technical feasibility upon decommissioning and restoration of the landfill.

## **7. Proposed Amendments to Matters shown on the OZP**

7.1 The proposed amendments as shown on the draft Tseung Kwan O OZP No. S/TKO/30A at **Appendix B** are as follows:

(a) Amendment Item A (Plans 3a, 4a and 5a)

Incorporation of the sea area to be reclaimed off Fat Tong O at TKO 137 into the Area, zoning the reclamation area as and rezoning from “OU(DWI)” and “OU(DP)” to the following land use zonings (about 99.84 ha):

- (i) Eight sites in Areas 137A, 137B, 137C and 137D to “R(A)9”, “R(A)10”, “R(A)11” and “R(A)12” (about 46.4 ha) (subject to maximum domestic PRs of 7.5, 7, 6 and 4 respectively and a non-domestic PR of 0.3 as stipulated in the Notes), and stipulation of the maximum BHs from 200mPD to 120mPD as shown on the Plan;
- (ii) A site in Area 137C to “OU(Commercial/Residential Development with PTI)1” (about 5.49 ha) (subject to maximum domestic and non-domestic PRs of 5 and 1 respectively as stipulated in the Notes), and stipulation of the maximum BH of 155mPD as shown on the Plan;
- (iii) Six sites in Areas 137A, 137C and 137D to “G/IC(10)” (about 8.15 ha), and stipulation of the maximum BHs of 110mPD, 60mPD, 50mPD, 40mPD and 30mPD and 8 storeys respectively as shown on the Plan;
- (iv) Seven sites in Areas 137A, 137B, 137C and 137D to “O” (about 18.67 ha);
- (v) A site in Area 137E to “OU(EPP)” (about 4.52 ha) and stipulation of the maximum BH of 30mPD as shown on the Plan;
- (vi) A site in Area 137D to “OU(GFS)” (about 0.44 ha);
- (vii) Two sites in Fat Tong Chau in Area 135 to “GB” (about 0.15 ha); and
- (viii) A site across Areas 137A, 137B, 137C and 137D to be shown as ‘Road’ (about 16.02 ha).

(b) Amendment Item B (Plans 3a, 4a and 5a)

Rezoning of a site in Fat Tong Chau in Area 135 from “GB” and “OU(DWI)” to “G/IC(10)” (about 5.98 ha) and stipulation of the maximum BH of 80mPD as shown on the Plan.

(c) Amendment Item C (Plans 3a, 4a and 5a)

Incorporation of a piece of land occupied by a pier near Tit Cham Chau into the Area, zoning the land as and rezoning the adjoining site from “OU(DWI)” to “OU(Pier)” (about 0.36 ha).

(d) Amendment Item D (Plans 3b, 4b and 5b)

Incorporation of the sea area to be reclaimed in Chiu Keng Wan in TKO 132B into the Area, zoning the reclamation area as and rezoning the adjoining land from “GB” to the following land use zonings (about 21.71 ha):

- (i) A site to “OU(EF)” (about 5.61 ha) with stipulation of the maximum BH of 70 mPD as shown on the Plan;
- (ii) A site to “OU(CWHF&PFTF)” (about 8.6 ha) with stipulation of the maximum BHs of 30mPD and 35 mPD as shown on the Plan;
- (iii) A site to “OU(RTS)” (about 3.04 ha) with stipulation of the maximum BH of 50 mPD as shown on the Plan;
- (iv) A site to “OU(CBP)” (about 0.6 ha) with stipulation of the maximum BH of 35 mPD as shown on the Plan;
- (v) A site to “G/IC(10)” (about 0.22 ha) with stipulation of the maximum BH of 15 mPD as shown on the Plan, and three sites to “G/IC” (about 0.76 ha); and
- (vi) A site to be shown as ‘Road’ (about 2.88 ha).

(e) Amendment Item E (Plans 3b, 4b and 5b)

Incorporation of four pieces of land near Chiu Keng Wan into the Area and zoning the land to “GB” (about 0.42 ha).

(f) Amendment Item F (Plans 3a, 4a and 5a)

Excising five sites in “OU(DWI)” zone from the Area (about 0.76 ha).

7.2 Opportunity is taken to make minor zoning boundary adjustments<sup>11</sup> (coloured blue on **Plan 6**) to reflect the existing as-built conditions and planned road

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<sup>11</sup> These include firstly a strip of land (about 10 m<sup>2</sup>) located to the south of Wan O Road and Tseung Lam Highway which is to be shown as ‘Road’ and secondly, another irregular-shaped strip of land (about 1.5 ha) located



alignment which would not have any material implications on the land use zonings.

- 7.3 As the southern footbridge in Eastern Channel in Tseung Kwan O South is completed, the annotation indicating the footbridge as described in the authorised road scheme of the Tseung Kwan O Further Development Infrastructure Works for Tseung Kwan O Stage 1 Landfill Site would be deleted from the Plan. Tentative alignments of Tseung Kwan O - Yau Tong Tunnel and TKLSE are also shown on the Plan for information only.

## 8. **Proposed Amendments to the Notes of the OZP**

The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Appendix C** for Members’ consideration. The proposed amendments are summarised as follows:

### “R(A)” Zone

- (a) In relation to Amendment Item A, the Remarks for “R(A)” zone will be revised to incorporate development restrictions for the “R(A)9”, “R(A)10”, “R(A)11” and “R(A)12” sub-areas including the development restrictions.

### “Village Type Development” (“V”) Zone

- (b) On 8.3.2024, the Board promulgated a revised set of MSN. Under the revised MSN, ‘Government Refuse Collection Point’ and ‘Public Convenience’ are moved from Column 2 to Column 1 while ‘Field Study/Education/Visitor Centre’ use is added under Column 2 in the Notes for “V” zone. To effectuate these changes, updates have been made to the Notes for the “V” zones.

### “G/IC” Zone

- (c) In relation to Amendment Items A, B and D, the Remarks for “G/IC” zone will be revised to incorporate development restrictions for the “G/IC(10)” sub-area.

### “OU” Zone

- (d) In relation to Amendment Item A, the Remarks for the “OU(Commercial/Residential Development with PTI)” zone will be revised to incorporate the new “OU(Commercial/Residential Development with PTI)1” zone and specify the development restrictions including the maximum PR.

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along the coastline of Tseung Kwan O South starting from Tseung Lam Highway, Tseung Kwan O Waterfront Promenade, Eastern Channel and ended at LOHAS Park which is to be shown as ‘Road’, zoned as “O”, “OU(Pier)”, “OU” annotated “Landing Steps”, “GB”, “Recreation” and “OU” annotated “Sports and Recreation Club”, both to reflect the existing shoreline. Thirdly, two strips of land (about 0.15 ha) located to the south of Wan Po Road next to SENTX are proposed to be rezoned from “OU(DWI)” to “O(2)” and “OU(DP)” respectively. Lastly, the two strips of land (about 200 m<sup>2</sup>) near Tseung Kwan O Desalination Plant are proposed to be rezoned from “OU(DWI)” to “OU(DP)” and “OU(Pier)” respectively to reflect the as-built condition.

- (e) In relation to the Amendment items A, B, C and F, the “OU(DWI)” zone is no longer shown on the OZP and the set of Notes of the zone is deleted accordingly.
- (f) In relation to the Amendment items A and D, the Notes and the Remarks for the “OU” zone will be revised to incorporate the new “OU(EF)”, “OU(CWHF&PFTF)”, “OU(RTS)”, “OU(CBP)”, “OU(GFS)” and “OU(EPP)” zones.
- (g) Under the current Remarks of the “OU(Pier)” zone, kiosk not greater than 10m<sup>2</sup> each in area and not more than 10 in number for uses as ‘Shop and Services’ are considered as ancillary to ‘Pier’ use. To provide flexibility for provision of ancillary uses within the piers, it is proposed to revise the development restrictions in the Remarks so that kiosk or premises not in excess of a maximum non-domestic gross floor area of 100m<sup>2</sup> in total for use as ‘Shop and Services’ and ‘Eating Place’ are also considered as ancillary to ‘Pier’ use.

## **9. Revision to the Explanatory Statement of the OZP**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The revised ES (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Appendix D** for Members’ consideration.

## **10. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/TKO/31.

## **11. Consultation**

### **Consultations with SKDC and Local Community Members**

- 11.1 On 5.11.2024, SKDC was consulted on the enhanced land creation proposal for TKO 137 and TKO 132 as shown on the RODP, proposed amendments to the Tseung Kwan O OZP No. S/TKO/30 and statutory procedures under Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127), Roads (Works, Use and Compensation) Ordinance (Cap. 370) and Water Pollution Control (Sewerage) Regulation (Cap. 358AL) which were attended by the representatives of DEVB, PlanD, CEDD, Transport and Logistics Bureau (TLB), Environment and Ecology Bureau, EPD and Highways Department (HyD). Minutes of the SKDC meeting is provided at **Appendix G**. Upon request by SKDC members, two information sessions at local community level with members from SKDC, Sai Kung Area Committee and Owners’ Committees of residential developments in Tseung Kwan O were held on 11.12.2024 and 12.12.2024 which were also attended by the representatives of DEVB, PlanD, CEDD, TLB, EPD and HyD. While some members of SKDC and local community supported the proposed developments at TKO 137 and TKO 132 to increase housing supply and provide essential public facilities in general, some have raised concerns on the capacity of the existing MTR

Tseung Kwan O Line and the proposed TKLSE, and suggested early implementation of the proposed signaling system upgrade and increasing number of trains of the existing Tseung Kwan O Line. There were also suggestions for additional transport infrastructure in Tseung Kwan O such as new railway connecting to the Hong Kong Island East, a new road between TKO 137 and Clear Water Bay and improvement to the existing MTR LOHAS Park Station. Other suggestions and concerns raised include the possibility to reduce reclamation extent and configuration or locate the public facilities in caverns, provision of additional GIC and recreational facilities in Tseung Kwan O (e.g. public market, waterfront promenade and cycling tracks) to serve existing and proposed population, and potential environmental nuisance (e.g. visual, noise and air quality) generated by the public facilities to be provided at TKO 132 and associated new road.

### Departmental Consultation

11.2 The proposed amendments to the OZP have been circulated to the following bureaux/departments for comment. No objection or adverse comments have been received and their comments (if any) have been incorporated into the proposed amendments to the OZP as appropriate.

- (a) Secretary for Development;
- (b) Secretary for Education;
- (c) Secretary for Environment and Ecology;
- (d) Secretary for Transport and Logistics;
- (e) Secretary for Health;
- (f) District Lands Officer/Sai Kung, Lands Department;
- (g) Project Manager (East), CEDD;
- (h) Head of Geotechnical Engineering Office, CEDD;
- (i) Project Team Leader/Housing, CEDD;
- (j) Chief Architect/3, Architectural Services Department;
- (k) Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department;
- (l) Chief Highway Engineer/New Territories East, HyD;
- (m) Chief Engineer/Railway Development 1-1, HyD;
- (n) Chief Engineer/Mainland South, Drainage Services Department (DSD);
- (o) Chief Engineer/Land Drainage Division, DSD
- (p) Chief Engineer/Construction, Water Supplies Department;
- (q) Director of Agriculture, Fisheries and Conservation;
- (r) Director of Electrical and Mechanical Services;
- (s) Director of Environmental Protection;
- (t) Director of Fire Services;
- (u) Director of Food and Environmental Hygiene;
- (v) Director of Housing;
- (w) Director of Marine;
- (x) Director of Leisure and Cultural Services;
- (y) Director of Social Welfare;
- (z) C for T;
- (aa) Commissioner of Police;
- (bb) Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office, DEVB;

- (cc) District Officer (Sai Kung), Home Affairs Department;
- (dd) Chief Property Manager (Leasing & Commercialisation), Government Property Agency; and
- (ee) Chief Town Planner/Urban Design and Landscape, PlanD

### Public Consultation

11.3 If the proposed amendments are agreed by the Board, the draft OZP incorporating the amendments (to be renumbered to S/TKO/31 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. SKDC and Hang Hau Rural Committee will be informed on the amendments during the statutory exhibition period of the draft OZP.

## **12. Decision Sought**

Members are invited to:

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

## **13. Attachments**

<b>Appendix A</b>	Approved Tseung Kwan O OZP No. S/TKO/30 (reduced scale)
<b>Appendix B</b>	Draft Tseung Kwan O OZP No. S/TKO/30A
<b>Appendix C</b>	Revised Notes of draft Tseung Kwan O OZP No. S/TKO/30A
<b>Appendix D</b>	Revised ES of draft Tseung Kwan O OZP No. S/TKO/30A
<b>Appendix E</b>	Consolidated Planning and Engineering Assessments Report
<b>Appendix F</b>	Provision of major community facilities and open space in Tseung Kwan O OZP
<b>Appendix G</b>	Minutes of SKDC meeting on 5.11.2024 (extracted)
<b>Drawing 1a</b>	Overall RODP of TKO 137 and TKO 132
<b>Drawing 1b</b>	RODP of TKO 137
<b>Drawing 1c</b>	RODP of TKO 132
<b>Drawing 2</b>	Urban Design Framework of TKO 137
<b>Drawing 3</b>	Landscape Master Plan of TKO 137
<b>Drawing 4a</b>	Artist impression of TKO 137

<b>Drawing 4b</b>	Artist impression of TKO 132
<b>Drawings 5a to 5e</b>	Photomontages
<b>Plan 1</b>	Planning area
<b>Plans 2a and 2b</b>	Location plan
<b>Plans 3a and 3b</b>	Site plan
<b>Plans 4a and 4b</b>	Aerial photo
<b>Plans 5a and 5b</b>	Site photos
<b>Plan 6</b>	Minor zoning boundary adjustments

**PLANNING DEPARTMENT  
JANUARY 2025**