

TOWN PLANNING BOARD

TPB Paper No. 10719
For Consideration by the
Town Planning Board on 19.2.2021

DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/27

CONSIDERATION OF
REPRESENTATIONS NO. R1 TO R130
AND COMMENTS NO. C1 TO C6

**DRAFT TSEUNG KWAN O OUTLINE ZONING PLAN NO. S/TKO/27
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AND COMMENTS NO. C1 TO C6**

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/TKO/27- R)	Commenters (No. TPB/R/S/TKO/27- C)
<p><u>Item A</u> Rezoning of a site at Chiu Shun Road from an area shown as ‘MTR Pak Shing Kok Ventilation Building’ and “Green Belt” (“GB”) to “Residential (Group A)8” (“R(A)8”) with stipulation of building height restriction</p> <p><u>Item B</u> Rezoning of a strip of land along Chiu Shun Road from an area shown as ‘MTR Pak Shing Kok Ventilation Building’ to ‘Road’</p>	<p>Total: 130</p> <p><u>Oppose (129)</u></p> <p><i>All items (100)</i></p> <p>R1 to R10: Sai Kung District Council (SKDC) members (10)</p> <p>R13: Nan Fung Plaza Owners’ Committee</p> <p>R14 and R15: Concern groups</p> <p>R16 to R102: Individuals</p> <p><i>Item A (29)</i></p> <p>R11 and R12: SKDC members</p> <p>R103 to R129: Individuals</p> <p><u>Provide views (1)</u></p> <p>R130: The Hong Kong and China Gas Co. Ltd</p>	<p>Total: 6</p> <p><u>Provide responses to R1 to R130 (1)</u> C1: MTR Corporation Limited</p> <p><u>Support R1 to R129 (1)</u> C5: Individual</p> <p><u>Provide views to R43 to R66, R69 to R76, R85, R86, R95, R96, R101, R102 and R110 (1)</u> C4: Individual</p> <p><u>Provide views (3)</u> C2, C3 and C6 (i.e. R94): Individuals</p>

Note: The names of all representers and commenters are at **Annex IV**. Soft copy of their submissions is sent to the Town Planning Board Members via electronic means; and is also available for public inspection at the Town Planning Board’s website at https://www.info.gov.hk/tpb/en/plan_making/S_TKO_27.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 Town Planning Board Secretariat for Members’ inspection.

1. Introduction

- 1.1 On 19.6.2020, the draft Tseung Kwan O Outline Zoning Plan No. S/TKO/27 (the OZP) at **Annex I** was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments mainly involve rezoning of the MTR Pak Shing Kok Ventilation Building (PSKVB) site to “R(A)8” for residential use (Amendment Item A) and the revision of Notes to incorporate the latest Master Schedule of Notes to the Statutory Plan (MSN). The amendments to the Plan are set out in the Schedule of Amendments at **Annex II** and the locations of the amendment items are shown on **Plans H-1** and **H-2**.
- 1.2 During the two-month public exhibition period, a total of 130 valid representations were received. On 4.9.2020, the representations were published for public comments. A total of 6 valid comments were received.
- 1.3 On 30.10.2020, the Town Planning Board (the Board) agreed to consider the representations (**R1** to **R130**) and comments (**C1** to **C6**) collectively in one group.
- 1.4 This Paper is to provide the Board with information for consideration of the representations and comments. A summary of the representations and comments with responses are attached at **Annex V**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

- 2.1 The initiative to explore the development potential of railway stations and their related sites along existing and future rail lines, with the objective to increase housing supply was announced in the 2015 Policy Address. In 2017, the MTR Corporation Limited (MTRCL) submitted a proposal with a conceptual scheme (**Plans H-5a to 5b**) and technical assessments for residential development atop the existing PSKVB and adjoining government land (about 0.45ha). According to the proposal, there will be 2 residential towers, providing about 432 private flats with a total domestic gross floor area (GFA) of about 26,748m² at a domestic plot ratio (PR) of 6 and maximum building height (BH) of 130mPD (27 storeys for each tower) (the proposed development).
- 2.2 On 29.5.2020, the Rural and New Town Planning Committee (RNTPC) of the Board considered the proposed amendments to the approved Tseung Kwan O OZP No. S/TKO/26. After considering the comments from the SKDC and relevant government bureaux/departments and MTRCL’s proposal, the RNTPC agreed that the proposed amendments were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant RNTPC Paper No. 2/20 is available on the Board’s website at https://www.info.gov.hk/tpb/en/papers/RNTPC/648-rntpc_2-20.pdf and the extract of the minutes of the said RNTPC meeting is at **Annex III**.

3. Consultation with SKDC

The amendments to the OZP were presented to the SKDC on 5.5.2020 prior to the submission to the RNTPC for consideration. Members mainly raised concerns on the potential adverse traffic impact, inadequate road and railway capacity, adverse air ventilation, inadequate government, institution or community (GIC) facilities and retail facilities, and lack of comprehensive planning for Tseung Kwan O area. Comments of SKDC were summarized in paragraph 10.1 of the RNTPC Paper No. 2/20. Upon gazettal, the draft OZP was circulated to the SKDC on 13.7.2020. 12 Members of SKDC subsequently submitted representations (**R1 to R12**) to the Board.

4. The Representation Sites and their Surrounding Areas

4.1 The Representation Sites and their Surrounding Areas (Plans H-1 to H-3)

Representation Site under Item A

4.1.1 The site is located at Chiu Shun Road, and about 400m away from the MTR Hang Hau Station. The major part of the site is currently used for the PSKVB by MTRCL under a Running Line Lease, and the rest are man-made slopes on government land.

Representation Site under Item B

4.1.2 The site comprises a strip of land along Chiu Shun Road currently occupied by roadside planting.

The Surrounding Areas

4.1.3 To the immediate north-east adjoining the site is a planned public housing development zoned “Residential (Group A)7” with a maximum BH of 130mPD. To the south and south-east are vegetated slope areas. To the further north-east are Fat Tau Chau Village and Tin Ha Wan Village. To the north and north-west across Chiu Shun Road are high-rise residential developments of Hang Hau, including La Cite Noble (about 146mPD), Yuk Ming Court (about 115mPD), Maritime Bay (about 147mPD), Wo Ming Court (about 101mPD) and Hin Ming Court (about 114mPD).

4.1.4 Within the 500m walking distance from the site, there are Hang Hau MTR station, bus/GMB stops, shopping malls (East Point City, TKO Gateway, Ming Tak Shopping Mall) and open space (Hang Hau Man Kuk Lane Park). There is a footbridge across Chiu Shun Road about 250m to the north-east of the site (**Plan H-3**). The Civil Engineering and Development Department is also planning to construct an at-grade crossing at the junction of Chiu Shun Road and Ngan O Road to enhance pedestrian connectivity to Hang Hau MTR station (**Plan H-8**).

4.2 Planning Intention

4.2.1 The planning intention of “R(A)8” zone is primarily for high-density

residential developments. On land designated “R(A)8”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum PR of 6 and maximum BH of 130mPD. In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded.

4.2.2 Pedestrian footpaths and roadside plantings are provided along major roads. These areas are broadly shown as part of the overall road network on the Plan.

5. The Representations and Comments on Representations

5.1 Subject of Representations

5.1.1 There are a total of 130 valid representations, with 129 representations objecting to the amendment items. Among them, 100 representations (**R1 to R10, R13 to R102**) object to both Amendment Items A and B and 29 representations (**R11, R12, R103 to R129**) object to Amendment Item A only. The remaining one representation (**R130**) provides views. The list of representers is attached at **Annex IV**.

5.1.2 The major grounds of representations and PlanD’s responses, in consultation with the relevant government departments, are at **Annex V** and summarised in paragraphs 5.2 and 5.3 below.

5.2 Major Grounds of and Responses to Adverse Representations and Representation Providing Views

5.2.1 Representations No. **R1 to R129** provide adverse comments without any proposed amendments to the draft OZP to meet their representations.

5.2.2 Representation No. **R130** provides views on the amendment.

5.2.3 *Housing Needs and Infill Residential Development*

Major Grounds	Representations
(1) Infill residential development cannot resolve the housing shortage.	R7, R103
(2) Additional public housing has already been provided at Chiu Shun Road.	R106, R119
(3) The Government should consider other available land use options, such as brownfield and idle sites.	R7, R110, R119
(4) The density in Hang Hau/Tseung Kwan O is already too high.	R7, R91, R92, R98, R103, R106, R107, R110, R112, R113, R118, R120, R121

(5) The Government is shortsighted as the previous draft OZP No. S/TKO/25 did not include the proposed amendment.	R9
Responses	
<p>(a) In response to (1) to (3), as stated in the 2020 Policy Address, meeting Hong Kong people’s housing needs is a goal to be accomplished. The Government has been increasing land supply to meet the population growth and to sustain economic and social development of Hong Kong through a multi-pronged approach by formulating short, medium and long-term measures. The rezoning of the PSKVB site for residential use is in line with the Government initiatives to explore the development potential of railway stations and their related sites along existing and future railway lines, with the objective to increase housing supply. The Government is simultaneously employing other measures including development of New Development Areas, development of brownfield sites, rezoning, resumption, redevelopment, reclamation, rock cavern development, etc. so as to ensure a robust and resilient land supply strategy.</p> <p>(b) In response to (4), Tseung Kwan O is a new town with ample provision of open space to achieve a good living environment and to meet the demand of the planned population. The proposed BH restriction of 130mPD and PR of 6 are considered compatible with the surrounding high-rise high-density residential developments, including the planned public housing development to the immediate north-east of the site with a BH restriction of 130mPD and PR of 6.65.</p> <p>(c) In response to (5), identifying suitable sites for housing is an ongoing process. The initiative to explore the development potential of railway stations and their related sites along existing and future railway lines, with the objective to increase housing supply was announced in the 2015 Policy Address. Amendments to statutory plans to allow residential use to meet housing demand would be timely made when technical feasibility is established.</p>	

5.2.4 *Impact on Greenery*

Major Grounds	Representations
(1) The proposed development is not in line with the planning intention of the “GB” zone.	R1, R2, R7, R9, R14 to 71, R73 to R77, R84 to R86, R94, R95, R99, R101, R102, R121, R123
(2) The proposed development would reduce the greenery provision in the area.	R3, R5, R6, R78, R88, R92, R127
(3) The proposed development would cause damage to the natural hillside area.	R7, R93, R103, R104, R106, R113
(4) The existing trees which are recommended to be removed appear healthier than the descriptions in MTR’s report.	R94

(5) Green panorama can mitigate odour and environmental impact of landfill.	R94
Responses	
<p>(a) In response to (1) to (3), the site comprises only a minor portion previously zoned “GB” (about 0.13 ha or 28% of the site) which covers an existing cut-slope associated with the PSKVB. The inclusion of the concerned “GB” area within the proposed development would not affect the greenery in the area or cause any damage to the natural hillside. MTRCL has submitted a geotechnical assessment in this regard. Moreover, according to the conceptual scheme submitted by MTRCL, most of the existing cut-slope will be retained with greenery treatment.</p> <p>(b) In response to (4), according to the Tree Survey Report submitted by MTRCL, there are no registered or potential Old and Valuable Tree, rare or protected tree species, or Champion Tree within the site. The existing 31 trees to be fell are mostly within the PSKVB site and will be fully compensated with additional 8 trees (replanting ratio 1:1.26) on the podium garden and ground floor. Chief Town Planner/Urban Design and Landscape (CTP/UD&L) of PlanD and the Director of Agriculture, Fisheries and Conservation (DAFC) have no comment on the Tree Survey Report and the tree felling and compensation proposal.</p> <p>(c) In response to (5), the strip of land that was previously zoned “GB” is located at the periphery of a larger “GB” zone and is an existing cut-slope associated with the PSKVB. Since 2016, the South East New Territories Landfill in Tseung Kwan O, which is about 3km away from the site, has been designated to receive only construction waste to address the odour problem.</p>	

5.2.5 Impacts on Air Ventilation and Local Environment

Major Grounds	Representations
(1) The proposed high-rise development would create and/or exacerbate the ‘walled effect’, which would adversely affect the wind circulation.	R3, R4, R5, R11, R12, R15, R67, R79, R92, R103, R106 to R108, R120, R122, R123, R125
(2) The proposed high-rise development would generate adverse air ventilation impact to the surrounding area and lead to ‘heat island effect’ and increase the use of electricity from air-conditioning.	R1 to R3, R8, R11, R12, R14 to R78, R80 to R83, R87, R93, R95 to R97, R104, R105, R110, R111, R118, R124
(3) The Air Ventilation Assessment (AVA) report does not provide sufficient information on the impact of the wind corridor along Chiu Shun Road.	R3
(4) The proposed development would worsen the air quality in the locality due to the reduction of green area and lesser air ventilation.	R88, R112, R118, R121

(5) The proposed development will obstruct natural sunlight and affect the residents' well-being.	R1, R2, R14 to R77, R79 to R86, R102
(6) Open views of the nearby residents towards the green hillside will be adversely affected.	R93, R94, R105, R106, R111, R119

Responses

- (a) In response to (1) to (4), according to the AVA provided by MTRCL, under the annual and summer wind conditions, Chiu Shun Road, running in NE-SW direction, which aligns with the prevailing wind and is more than 15 m wide, serves as an effective wind corridor for wind penetration through the area. The site is elongated and parallel to the major wind flow direction. Several wind enhancement features have been included in the conceptual scheme submitted by MTRCL, including setback of podium/residential blocks from Chiu Shun Road, permeable elements underneath the podium and above the PSKVB, and building separation between the two residential blocks. With the incorporation of these wind enhancement measures in the conceptual scheme, it is anticipated that the proposed development would not induce significant impact on the surrounding pedestrian wind environment. CTP/UD&L of PlanD has no comment on this aspect.
- (b) In response to (5), by virtue of the proposed setback of the residential towers in MTRCL's proposal, the distance between the residential blocks and the closest building in the vicinity, i.e. Block 1 of La Cite Noble, will be more than 80m. A responsive building height and mitigation measures such as voids at podium levels will also be adopted to minimize the potential visual impact. Moreover, the proposed development has to comply with the Building (Planning) Regulations (B(P)R) which comprise regulatory requirements in ensuring provision of natural lighting.
- (c) In response to (6), with the proposed building height and mass in keeping with the existing and planned high-rise developments in the surroundings, the proposed development will be perceived as part of the high-rises group when viewed from the long and medium-range viewpoints (**Plans H-6a to 6f**). Efforts have been made in MTRCL's proposal to minimize the potential visual impact, including responsive building height, mass and disposition and building separation. Besides, the provision of multi-levelled greenery, voids at podium levels and building façade treatment will also soften the development edges and introduce visual amenity. In view of the above, CTP/UD&L of PlanD advises that the proposed development would not cause significant adverse visual impact on the surroundings. As for private views, according to the Town Planning Board Guidelines No. 41 on "Submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board", 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.

5.2.6 Noise Impact

Major Grounds	Representations
(1) The proposed site is unsuitable for living as there is significant noise from traffic.	R3, R94
(2) The construction of the proposed development would cause noise nuisance/ air pollution to the surrounding residents.	R88, R105
Responses	
<p>(a) In response to (1), a Noise Impact Assessment has been conducted by MTRCL and mitigation measures such as building setback from Chiu Shun Road and installation of fixed/maintenance/acoustic windows are proposed such that no insurmountable air quality and noise impacts from Chiu Shun Road are envisaged. An Environmental Assessment has also been conducted by MTRCL which concludes that the proposed development is environmentally acceptable and feasible. The Director of Environmental Protection (DEP) has no objection in this regard.</p> <p>(b) In response to (2), according to the Environmental Assessment submitted, MTRCL will control construction noise and dust nuisances to within the established standards and guidelines under the Noise Control Ordinance and Air Pollution Control (Construction Dust) Regulation through the implementation of good site practices, such as use of acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site, provision of wheel-washing facilities, etc. The DEP has no objection in this regard.</p>	

5.2.7 Traffic Impact

Major Grounds	Representations
(1) Traffic congestion is observed. The proposed development would increase traffic flow and exacerbate the traffic congestion in the area (e.g. at Tseung Kwan O Tunnel).	R3, R4, R5, R7, R11, R14 to 67, R69, R71, R74, R78, R81, R88 to R89, R90, R92, R102 to 105, R108, R109, R111, R113 to R117
(2) The Traffic Impact Assessment (TIA) does not cover all the affected areas. It fails to demonstrate the impact on the whole Tsueng Kwan O area.	R1, R2, R14 to R77, R83 to 86, R111
(3) Existing transport facilities/services are inadequate to support the proposed population.	R3, R4, R13, R91, R108, R110, R112, R116
(4) It is difficult for MTR to improve the signal system and increase the frequency of trains in a short period of time.	R4

(5) The single-platform design of Po Lam Station would not be able to serve the surge in number of passengers.	R13
(6) The provision of pedestrian crossing facilities is inadequate.	R79
Responses	
<p>(a) In response to (1) and (2), the TIA submitted by MTRCL has been conducted to cover the relevant junctions affected by the proposed development (Plan H-7). According to the TIA, most junctions will operate with spare capacity with the proposed residential development. The traffic generated by the proposed residential development would not induce significant traffic impact to the adjacent junctions. Upon completion of the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) and the Cross Bay Link in 2021 and 2022 respectively, the traffic congestion of Tseung Kwan O Tunnel would be alleviated. In this regard, the Commissioner for Transport (C for T) has no comment on the TIA.</p> <p>(b) In response to (3) to (5), findings of the TIA shows that the estimated number of MTR passengers generated from the proposed development is insignificant when compared with the critical link flows in the railway network. The railway network has sufficient capacity to accommodate the additional demand. With the completion of the upgrading of signalling systems of seven railway lines including Tseung Kwan O Line, the overall carrying capacity of the railway lines concerned could be increased by around 10%. The Railway Development Office of Highways Department also has no adverse comment from railway point of view. The Transport Department (TD) would timely plan and arrange suitable public transport services facilities to tie in with the progress and completion dates of the developments so as to improve the existing public transport network for meeting new public transport demand.</p> <p>(c) In response to (6), the Civil Engineering and Development Department (CEDD) will construct an at-grade pedestrian crossing across Chiu Shun Road to Ngan O Road which will be tentatively completed by 2024 (Plan H-8).</p>	

5.2.8 Provision of Community facilities

Major Grounds	Representations
(1) The provisions of educational, medical facilities, hospital, recreational area/open space are inadequate in the area.	R3, R4, R7, R11 to R13, R78, R90, R92, R103 to R105, R107, R109, R114 to R116, R121, R122, R126 to R128
(2) Additional recreational, educational and other community facilities (e.g. municipal building and market) should be provided in the area.	R109, R110, R122, R126 to R128
(3) Hang Hau lacks green spaces. The proposed amendment would further reduce the recreational and public space of the district.	R7, R103, R113
(4) Community facilities (e.g. recreational space, elderly centre, community centre or car park)	R11, R67, R112

should be provided at the site.	
(5) 'Market' use should not be deleted from the Notes as it is a necessary community facility.	R8
Responses	
<p>(a) In response to (1) and (2), in accordance with the standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) and the requirements of relevant government bureaux/departments, the overall GIC facility provision in Tseung Kwan O is planned in a holistic manner. Land have been reserved for open space and GIC facilities including educational, medical and health, social welfare, public market and recreational facilities to serve Tsueng Kwan O. The provision of open space /GIC facilities are generally adequate to meet the need of the planned population in Tseung Kwan O except community care services facilities, residential care homes for the elderly and child care service facilities (Annex VI). Regarding the shortfall of elderly and child care service facilities, there are sites in Tseung Kwan O Areas 15 and 72 reserved for social welfare facilities. PlanD and Social Welfare Department will work closely together to ensure that the community facilities that are in a shortfall will be included in new and redevelopment proposals from both public and private sectors.</p> <p>(b) In response to (3), the representation site is currently occupied by the PSKVB and is not a green space for recreation purpose. As for the previous "GB" area, it is a cut-slope associated with the PSKVB. The inclusion of it would not affect the provision of recreation or public space in the area.</p> <p>(c) In response to (4), as the site is occupied by the existing PSKVB and associated facilities with an existing BH of about 21m above ground, it is not available for provision of community or recreational facilities. In addition, as the existing PSKVB will be retained in-situ upon development of residential towers atop, the provision of community or recreation facilities within the future development is not feasible. Moreover, social welfare facilities should not be located more than 24m above ground according to HKPSG. Nevertheless, a Neighbourhood Elderly Centre will be provided in the adjacent public housing development at Chiu Shun Road.</p> <p>(d) In response to (5), the amendment to the Notes to delete 'Market' use from various zones is to reflect the MSN adopted by the Board. As modern market is akin to 'Shop and Services' which is more flexible in terms of provisions in various land use zones, 'Market' has been subsumed under 'Shop and Services' which is permitted within various zones.</p>	

5.2.9 Impacts on Traditions

Major Grounds	Representations
(1) The impact on fung shui and burial grounds in nearby villages (e.g. Fat Tau Chau Village) has not been considered.	R6, R7, R10, R103
Response	
As advised by the Lands Department (LandsD), there is no information showing that the vicinity of the site is a "Fung Shui Area". While it is noted that there are some existing graves on the hillslopes to the south of the site and there is a burial	

ground about 60m away from the site to the south, the proposed development at the site would not affect the existing graves and burial ground.

5.2.10 *Other Aspects*

Major Grounds	Representation
<u>Potential Risks to the Residents</u>	
(1) There would be potential health issues to the future residents living atop the ventilation building.	R94
(2) There would be potential safety risk for the proposed development in close proximity to the slope.	R112, R126
<u>Technical Assessments</u>	
(3) There are no precedent cases and evidence showing that the operation of the ventilation building would not be affected.	R9
(4) It is unfounded and unscientific to justify in the technical assessments that there will be no adverse traffic, air ventilation, visual, environmental, sewerage, drainage and water supply impacts based on the small scale of development.	R9
<u>Insufficient Public Consultation</u>	
(5) There has not been sufficient public consultation with regards to the proposed amendments. The views of SKDC have not been taken into consideration.	R3, R5, R10
(6) A survey done by SKDC members has shown that 96% of the La Cite Noble residents object to the proposed amendment.	R11, R12, R120
<u>Transfer of Benefits</u>	
(7) The proposed development involves alleged transfer of benefits between the Government and MTRCL.	R7, R14 to R67,R72,R85 to R86, R94, R96, R100 to R102
<u>Site Constraints</u>	
(8) As the proposed development is in close vicinity to a high pressure pipeline along Chiu Shun Road, the future developer should conduct a Quantitative Risk Assessment and consult the Hong Kong and China Gas Co. Ltd. as appropriate.	R130

<u>Amendment Item B</u>	
(9) Object to Amendment Item B without providing any ground/reason.	R1 to R10, R13 to R102
Responses	
(a)	In response to (1), according to the Environmental Assessment submitted by MTRCL, no undesirable emissions, pollutants or odorous gas is emitted from the tunnel ventilation building/shafts under normal operations. The ventilation shafts will be decked-over by transfer plate of the proposed development, and at least 5m exhaust air zone buffer distance from the tunnel ventilation louvers has been allowed from the future residential development.
(b)	In response to (2), according to the Geotechnical Planning Review Report submitted by MTRCL, through implementation of the recommended slope improvement works and natural terrain mitigation measures, the proposed development is considered to be geotechnically feasible. The Geotechnical Engineering Office of CEDD has no comment in this regard.
(c)	In response to (3), the PSKVB is vital to the operation of the MTR line and will be maintained uninterrupted at all times during the construction of the residential towers atop. MTRCL has commissioned technical studies to explore the feasibility of residential development atop the PSKVB. There is a similar precedent case in 2016 which the site of Yau Tong Ventilation Building and its adjoining land was rezoned to facilitate residential developments atop.
(d)	In response to (4), regardless of the scale of development, technical assessments have been conducted on visual, air ventilation, traffic, environmental, landscape and other aspects which demonstrate that the proposed development at the PSKVB site is technically feasible and would not generate unacceptable adverse impacts on various aspects with the implementation of mitigation measures. Relevant government bureaux/departments have no adverse comment on the technical assessments.
(e)	In response to (5) and (6), the amendments to the OZP were presented to the SKDC on 5.5.2020 and SKDC members' comments were responded by PlanD's representatives at the meeting. Comments of SKDC members have been summarized in the relevant RNTPC paper considered by the RNTPC. On 29.5.2020, after considering the comments of SKDC and relevant government bureaux/departments, RNTPC agreed that the proposed amendments were suitable for exhibition under section 5 of the Ordinance for public inspection. The statutory plan-making process, which involves exhibition of the draft OZP for public inspection and hearing of representations and comments received, is itself a public consultation process under the Town Planning Ordinance.
(f)	In response to (7), the proposed development is in line with the initiative to explore the development potential of railway stations and their related sites along existing and future railway lines, with the objective to increase housing supply as announced in the 2015 Policy Address. MTRCL is the grantee of the concerned lot. Subject to the completion of the OZP

amendment procedures, the Government will charge MTRCL full market value premium for the relevant lease modification/land exchange application for the proposed private residential development project.

- (g) In response to (8), the comment is noted. The Electrical and Mechanical Services Department (EMSD) has no adverse comment in this regard. The concerned underground town gas transmission pipeline is operating at medium pressure and risk assessment is not a compulsory requirement in this case.
- (h) In response to (9), the proposed amendment is to allow planned provision of footpath along the existing road.

5.3 Comments on Representations

5.3.1 The 6 valid comments are submitted by the MTRCL (**C1**) and individuals (**C2 to C6**). Among them, 1 commenter (**C6**) is also a representer (**R94**). The list of commenters is at **Annex IV**.

5.3.2 The major grounds of comments and PlanD’s responses, in consultation with the relevant government departments, are at **Annex V**. Majority of the commenters raise similar grounds as the representers. The major additional grounds/views are summarized as follows:

Additional Grounds/Views	Comments
<p>(1) The proposed residential development is an initiative in response to the Policy Address to explore the development potential along railways with the objective to increase house supply.</p> <p>(2) A series of technical assessments confirm that no significant adverse impact will result from the proposed development from air ventilation, environmental, traffic, sewerage, drainage, geotechnical, landscape and visual aspects. Given the scale of the proposed development, it is unlikely to cause an adverse impact on existing roads, infrastructure, railway network and GIC facilities.</p>	C1
<p>(3) The proposed development utilises an idle site to increase housing supply.</p> <p>(4) Green space is more than sufficient in Tseung Kwan O, hence the proposed development would not cause any impact on nearby residents.</p>	C2
<p>(5) There are precedent cases of residential development atop ventilation building in Yau Tong and rezoning “GB” sites into residential sites in Tseung Kwan O and</p>	C3

appropriate approval conditions may be imposed to help alleviate adverse impacts on nearby residents.	
(6) Appropriate planning and design measures can alleviate adverse air ventilation impacts on surrounding developments. (7) Single ownership at the proposed development can speed up housing development.	C4
(8) The proposed development would increase the burden on the already inadequate community/ social welfare facilities.	C5
(9) The main function of the “GB” zone is to preserve the natural environment, beautify the city, improve the landscape, and limit excessive development. Its original intention is violated. (10) The Board should question whether there are any GIC facilities that could be relocated to the site to free up better locations elsewhere for elderly and child care facilities, while maintaining the current low rise and unobtrusive ambiance.	C6

Responses

- (a) In response to (1) to (7), the comments and supportive views are noted. According to the conceptual scheme submitted by MTRCL, mitigation measures and design measures have been incorporated to mitigate any adverse impact induced from the proposed development.
- (b) In response to (8), the provision of open space and GIC facilities are generally adequate to meet the need of the planned population in Tseung Kwan O. PlanD and relevant departments will work closely together to ensure that additional social welfare facilities will be included in new and redevelopment proposals from both public and private sectors.
- (c) In response to (9), the site comprises only a minor portion of “GB” zone (about 0.13 ha) which covers an existing cut-slope associated with the PSKVB. The inclusion of the concerned “GB” area within the proposed development would not affect the greenery in the area. Moreover, according to the conceptual scheme submitted by MTRCL, most of the existing cut-slope will be retained with greenery treatment.
- (d) In response to (10), a Neighbourhood Elderly Centre will be provided in the adjacent public housing development at Chiu Shun Road. As the site is occupied by the existing PSKVB and associated facilities with an existing BH of about 21m above ground, it is not available for provision of GIC facilities. In addition, as the existing PSKVB will be retained in-situ upon development of residential towers atop, the provision of GIC facilities within the future development is not feasible. Moreover, social welfare facilities should not be located more than 24m above ground according to HKPSG.

6. Departmental Circulation

The following government departments have been consulted and their responses have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Development (SDEV);
- (b) Secretary for Education (SED);
- (c) Director of Health (D of Health);
- (d) District Officer (Sai Kung), Home Affairs Department (DO(SK), HAD);
- (e) District Lands Officer/Sai Kung, Lands Department (DLO/SK, LandsD);
- (f) Chief Executive Surveyor/Land Supply, Lands Department (CES/LS, LandsD);
- (g) Chief Executive Surveyor/Railway Development, Lands Department (CES/RDS, LandsD);
- (h) Commissioner for Transport (C for T);
- (i) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (j) Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department (CE/RD2-2, RDO, HyD);
- (k) Project Manager (East), Civil Engineering and Development Department (PM(E), CEDD);
- (l) Head (Geotechnical Engineering Office), Civil Engineering and Development Department (H(GEO), CEDD);
- (m) Project Team Leader/ Housing, Civil Engineering and Development Department (PTL/H, CEDD);
- (n) Director of Housing (D of H);
- (o) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (p) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (q) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (r) Chief Building Surveyor/ New Territories East (2) and Rail, Buildings Department (CBS/NTE2&Rail, BD);
- (s) Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD);
- (t) Director of Environmental Protection (DEP);
- (u) Director of Agriculture, Fisheries and Conservation Department (DAFC);
- (v) Director of Fire Services Department (D of FS);
- (w) Director of Leisure and Cultural Services (DLCS);
- (x) Director of Electrical and Mechanical Services (DEMS);
- (y) Director of Social Welfare (DSW); and
- (z) Commissioner of Police (C of P).

7. Planning Department's Views

7.1 The general view of **R130** on Amendment Item A is noted.

7.2 Based on the assessments in paragraph 5 above, and for the following reasons, PlanD does not support R1 to R129 and considers that the draft OZP should not be amended to meet the representations:

Amendment Item A

- (a) the Government has been increasing land supply through a multi-pronged approach and addressing the supply-demand imbalance by formulating short, medium and long-term measures. The rezoning of the PSKVB site is in line with the Government's initiative to explore the development potential of existing railway facilities with the objective to increase housing supply (**R7, R9, R27, R103, R110, R113, R119**);
- (b) the inclusion of the existing cut-slope within the future development would not affect the greenery of the area. The proposed BH restriction of 130mPD and PR of 6 are considered compatible with the surrounding high-rise high-density residential developments, including the planned public housing development to the immediate north-east of the site with a BH restriction of 130mPD and PR of 6.65. (**R7, R91, R92, R98, R103, R106, R107, R110, R112, R113, R118, R120, R121**);
- (c) technical assessments have been conducted on visual, air ventilation, traffic, noise, environmental, landscape and other aspects and no insurmountable technical problem is envisaged by relevant government bureaux/departments (**R1 to R5, R7 to R97, R102 to R126**);
- (d) in accordance with the standards stipulated in the HKPSG and the requirements of relevant government bureaux/departments, land have been reserved for GIC facilities including educational, medical and health, social welfare, public market and recreational facilities as well as open space, to serve Tsung Kwan O (**R3, R4, R7, R11 to R13, R67, R78, R90, R92, R103 to R105, R107, R109, R110, R112 to R116, R121, R122, R126 to R128**);
- (e) the statutory and administrative procedures in consulting the public on the OZP amendments have been duly followed. The exhibition of the OZP for public inspection and the provisions for submission of representations and comments also form part of the statutory consultation process under the Ordinance (**R3, R5, R10 to R12, R120**); and

Amendment Item B

- (f) the proposed amendment is to allow planned provision of footpath along the existing road (**R1 to R10, R13 to R102**).

8. Decision Sought

- 8.1 The Board is invited to give consideration to the representations and comments taking into account the points raised in the hearing sessions, and decide whether to propose/not to propose any amendment to the OZP to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to draft OZP to meet the representations, Members are also invited to agree that the draft OZP, together with their respective Notes and updated Explanatory Statement, are suitable for

submission under section 8 of the Ordinance to the CE in C for approval.

9. Attachments

Annex I	Draft Tseung Kwan O Outline Zoning Plan No. S/TKO/27 (reduced size)
Annex II	Schedule of Amendments to the Approved Tseung Kwan O Outline Zoning Plan No. S/TKO/26
Annex III	Extract of Minutes of the RNTPC Meeting held on 29.5.2020
Annex IV	List of Representers and Commenters
Annex V	Summary of Representations and Comments and PlanD's Responses
Annex VI	Provision of Major G/IC Facilities and Open Space in Tseung Kwan O
Plan H-1	Location Plan of the Representations and Comments
Plan H-2	Site Plan of the Representations and Comments
Plan H-3	Aerial Photo of the Representations and Comments
Plans H-4a and 4b	Site Photos
Plans H-5a and 5b	Indicative Layout Plan and Section Plan of the Proposed Development
Plans H-6a to 6f	Extract of Photomontages of the Proposed Development
Plan H-7	Surveyed Junctions of the Traffic Impact Assessment
Plan H-8	Improvement Works at Junction of Chiu Shun Road/ Ngan O Road

**PLANNING DEPARTMENT
FEBRUARY 2021**