

本函檔號:

北角渣華道 333 號  
北角政府合署 15 樓  
城市規劃委員會秘書



(電郵:

敬啟者:

**有關: 將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂事宜**

本處一直跟進第 132 區及 137 區之發展事宜，持續收集將軍澳居民意見，然而將軍澳居民仍是反對將 5 個(最初是 6 個)具爭論性的公共設施全數轉移至第 132 區。現就將軍澳分區計劃大綱核准圖編號 S/TKO/30 的修訂，收集居民意見如下：

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2. 由於將軍澳之道路未能容納大量工作車輛，大型泥頭車、田螺車、垃圾車等亦會帶來滋擾，加上道路亦非常接近民居，因此建議工作車輛必需直接進出油塘位置，以減少因工作車輛衍生的噪音及空氣污染，對市民生活作息造成影響。
3. 工程的上落裝卸區(包括車輛及躉船)及具爭議的地方設置閉路電視，並實時上載予網上讓公眾一同監察，避免重蹈油塘水泥廠多次犯例的事件。
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請政府考慮上述意見，將居民的憂慮減至最低。

如有任何查詢，請致電 [REDACTED] 與本處職員聯絡。



陳繼偉議員辦事處

Chan Kai Wai Councillor Office

此致

城市規劃委員會秘書



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西貢區議員

陳繼偉，MH

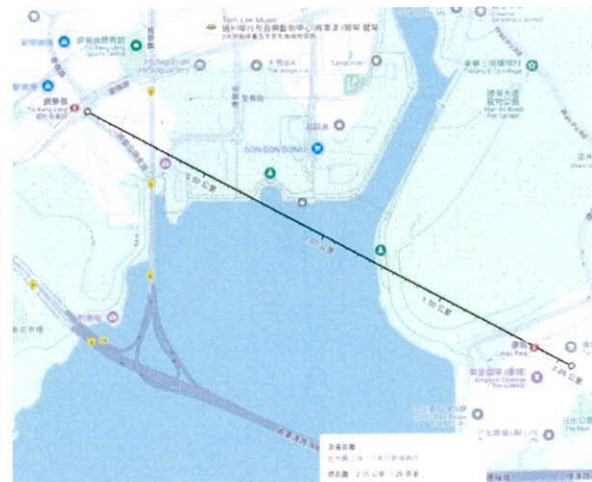
2025 年 4 月 14 日



附圖 1: 建議設施再向南搬離將軍澳較遠位置(模擬圖)



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附圖 3: 調景嶺至日出康城距離視覺圖



# 香港海岸郊野公園服務團

本函檔號:



北角渣華道 333 號  
北角政府合署 15 樓  
城市規劃委員會秘書



Submission Number:

TPB/R/S/TKO/31- S13

(電郵:



敬啟者:

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# 香港海岸郊野公園服務團

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# 香港海岸郊野公園服務團

此致

城市規劃委員會秘書



香港海岸郊野公園服務團

主席 陳繼偉，MH

2025 年 4 月 14 日

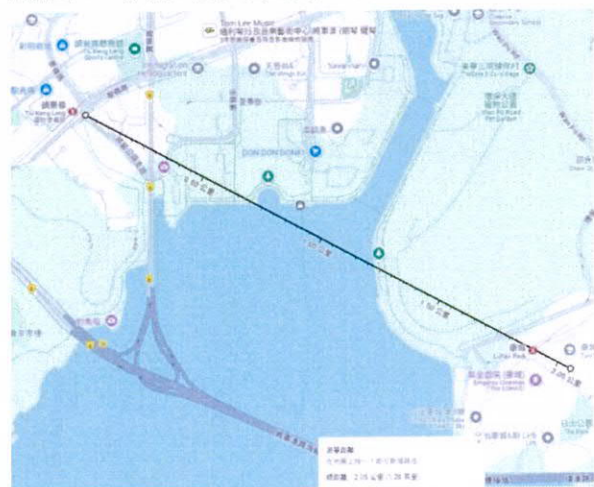


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北角渣華道 333 號  
北角政府合署 15 樓  
城市規劃委員會秘書



Submission Number:  
TPB/R/S/TKO/31- S14

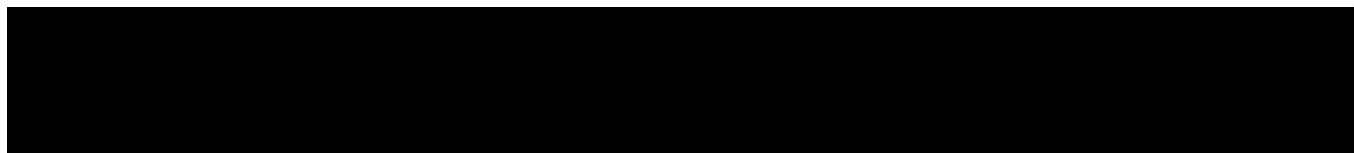
(電郵: [REDACTED])

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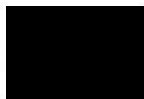


# 香港綠色郊野大聯盟

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香港綠色郊野大聯盟

主席 陳繼偉，MH

2025 年 4 月 14 日



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☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

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**From:** [REDACTED]  
**Sent:** 2025-04-14 星期一 19:01:44  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Draft Tseung Kwan O OZP No. S/TKO/31 ITEM D & E -AREA 132  
**Attachment:** TPB Submission S6- TKO Area 132 KWONG.pdf; TPB Submission- TKO Area 132 KWONG.pdf

Dear Secretary,

**Submission Number:**

**TPB/R/S/TKO/31- S15**

I strongly oppose to Item D & E of Area 132.

Please find attached the relevant documents.

Please confirm receipt of this message.

Best regards,

KWONG Tse Hin Glenn (Mr)

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

- The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the "Town Planning Board Guidelines on Submission and Processing of Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong – Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters (PECs) of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at <http://www.tpb.gov.hk/>.  
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及處理申述及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835 及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓）索取，亦可從委員會的網頁下載（網址：<http://www.tpb.gov.hk/>）。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the PECs of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.  
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視為不曾提出論。
- In accordance with the Town Planning Ordinance (the Ordinance), the Board will make available all representations received for public inspection as soon as reasonably practicable at the Board's website and the PECs. The representations will be available for public inspection until the Chief Executive in Council has made a decision on the plan in question under section 9 of the Ordinance.  
根據《城市規劃條例》（下稱「條例」），委員會會在合理地切實可行的情況下，盡快將所有收到的申述上載至委員會的網頁及存放於規劃資料查詢處供公眾查閱，直至行政長官會同行政會議根據條例第 9 條就有關圖則作出決定為止。

**1. Person Making this Representation (known as "Representer" hereafter)**  
**提出此宗申述的人士（下稱「申述人」）**

Full Name 姓名 / 名稱 (Mr./Ms./Company/Organization\* 先生/女士/公司/機構\*)

鄺子憲

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)  
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

**2. Authorized Agent (if applicable) 獲授權代理人(如適用)**

Full Name 姓名 / 名稱 (Mr./ Ms./Company/Organization\* 先生/女士/公司/機構\*)

(Note: for submission by person, full name shown on Hong Kong Identity card/Passport must be provided)  
(注意：若個人提交，須填上與香港身份證／護照所載的全名)

\* Delete as appropriate 請刪去不適用者

Please fill in "NA" for not applicable item 請在不適用的項目填寫「不適用」



3. Details of the Representation (use separate sheet if necessary)<sup>#</sup>申述詳情(如有需要, 請另頁說明)<sup>#</sup>

The plan to which the representation relates (please specify the name and number of the plan)  
與申述相關的圖則 (請註明圖則名稱及編號)

將軍澳初步區域發展大綱圖則 S/TKO/31

Draft Tseung Kwan O OZP No. S/TKO/31

Items D&amp;E, Area 132 and proposed respective amendments

## Nature of and reasons for the representation 申述的性質及理由

Subject matters 有關事項 <sup>@</sup>	Are you supporting or opposing the subject matter? 你支持還是反對有關事項?	Reasons 理由 <sup>^</sup>
第132區填海計劃	<input type="checkbox"/> support 支持 <input checked="" type="checkbox"/> oppose 反對	請參考附件
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	
	<input type="checkbox"/> support 支持 <input type="checkbox"/> oppose 反對	

Any proposed amendments to the plan? If yes, please specify the details.

對圖則是否有任何擬議修訂? 如有的話, 請註明詳情。

請參考附件

<sup>#</sup> If the representation contains more than 20 pages, or any page larger than A4 size, 4 hard copies and 1 soft copy are required to be provided for the submission. Provision of email address is also required.

若申述超過 20 頁或有任何一頁大小超過 A4, 則須提交硬複本一式四份和一份軟複本。另須提供電郵地址。

<sup>@</sup> Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Proposed Amendments. 請形容圖則內與申述有關的指定事項, 如申述與圖則的修訂有關, 請註明在修訂項目附表內的修訂項目編號。

<sup>^</sup> Please also note that section 6(3A) of the Ordinance provides that any representation received under section 6(1) **may be treated as not having been made** if, in the opinion of the Board that, the reason for the representation is a reason concerning compensation or assistance relating to, or arising from resumption/acquisition/clearance/obtaining vacant possession of any land by the Government. The above matters should be dealt with in accordance with the relevant statutory provisions on compensation and/or promulgated policy on compensation. Should you have any views on compensation or assistance matters, you may separately raise your views to the Director of Lands or the relevant authority. 請注意, 條例第 6(3A)條訂明, 如委員會認為根據第 6(1)條收到的任何申述所提出的理由是與政府收回/徵用/清理/取得任何土地的空置管有權而引起的補償或援助有關, 則有關申述可被視為不曾提出。上述事項應該按照相關補償的法律條文和/或已公布的補償政策處理。如對補償或援助事宜有意見, 可另行向地政總署署長或有關當局提出。

Please fill "NA" for not applicable item 請在不適用的項目填寫「不適用」

☒ at the appropriate box 請在適當的方格內加上 ☒ 號

2025 年 4 月 14 日

香港北角渣華道 333 號北角政府合署 15 樓  
城市規劃委員會秘書處

將軍澳初步區域發展大綱圖則 S/TKO/31 第 132 區(包括 D, E)的反對意見

本人對於將軍澳第 132 區的填海計劃表示強烈反對。

環評報告顯示該計劃將會使用填海削坡建造，目的全是單一的工業設施用途。

這項工程最嚴重的環境影響是對維港東面大門，鯉魚門北翼半島，將軍澳海灣內長達一公里的優美天然海岸徹底和永久破壞，而舒緩措施根本無法補救。

環評報告及隨後的環評批核過程完全忽略以下的嚴重後果：

- 令東方之珠周邊僅餘的天然景致進一步消失
- 令將軍澳失去獨有的自然結合都市設計特色
- 令下一代都市的孩子和大自然更加脫節
- 單一工業用途不符合一地多用的新思維，令市民望而卻步
- 項目違背了近年政府宣揚利用本港獨特的優美海岸作為旅游觀光的方針

踏入 2025 年，粗放的填海造地和土地使用方式絕不可取，會令香港作為國際都會變得平庸，失去特色。環評報告只著眼狹隘和有限的景觀評估，未能反映項目造成的深遠影響。

我在此敦促城規會委員否決有關第 132 區的圖則修訂建議，並要求有關當局重新提出合適方案，包括：

- 完整保留天然海岸綫作為將軍澳外圍的自然公園
- 選擇其他更合適地點或；
- 改為人工島並設置綠化緩衝區/公園
- 結合步行徑/單車徑

我在此呼籲城規會委員支持以下有關將軍澳第 132 區的圖則修改建議：

- 整段調景嶺至鯉魚門的海岸綫重劃為海岸保護區，
- 將 132 區改為離岸填海區
- 將以上 132 區離岸填海區西面沿岸改劃為公園

鄭子憲

顧問工程師 FICE CEng MHKIE





From: mm1947 [REDACTED]  
Sent: 2025-04-14 星期一 23:07:18  
To: tpbpd/PLAND <tpbpd@pland.gov.hk>  
Subject: AMENDMENTS TO THE APPROVED TSEUNG KWAN O OZP NO. S/TKO/30

## AMENDMENTS TO THE APPROVED TSEUNG KWAN O OZP NO. S/TKO/30

Dear TPB Members,

While you will no doubt approve this OZP, we are now in an era that deems the government to be infallible. Any opposition to its plans is deemed to be unpatriotic and any measures that are rejected are repealed until the desired outcome is achieved.

However members do have a duty to question unrealistic assumptions and flawed impact assessments.

In view of the location and the existing land uses of the immediate district, the area is totally inappropriate for the development of such a high density community. The impact on the marine ecology and the visual impact are unacceptable.

At most what should be eventually developed is a low rise community on the lines of Discovery Bay with a genuine stepped profile and the retention of a significant portion of the ridgeline.

Having edited to simplify the many items, hopefully members will take note and look into the comments:

**Item A – 103ha.** Incorporation of two sea areas in Fat Tong O into the planning scheme area, zoning the areas and/or rezoning the adjoining land from “OU” annotated “Deep Waterfront Industry” and/or “OU” annotated “Desalination Plant” to the following land use zonings:

(a) About 46.3ha. Eight sites in Areas 137A, 137B, 137C and 137D to “Res (Group A) 9”, “Res (Group A) 10”, “Res (Group A) 11”, and “Res (Group A) 12”.

50,000 Units / PR 4.3 - 8.3 / 120 to 200Mpd. Commercial facilities on lower 3 floors

(b) About 5.49ha. A site in Area 137C to “OU” annotated “Commercial/Residential Development with PTI (1)” 3,330 Units / PR 6 / 155mPD. *“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,**”*

SO WALL EFFECT ALONG THE WATERFRONT WITH ONLY A ROW OF SERVICES SET WELL BACK FROM THE WATERFRONT.

“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,**”



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LIKE MA ON SHAN WATERFRONT, A COMPLETELY LIFELESS PROMENADE WITHOUT ANY ATTRACTIVE CAFES AND RESTAURANTS WHERE FOLK CAN RELAX AND ENJOY THE VIEW. IT APPEARS OUR TOWN PLANNERS NEVER LEARN DESPITE THE MANY VIEWS PROVIDED BY THE COMMUNITY THAT OUR WATERFRONTS SHOULD BE VIBRANT NOT PASSIVE AND BE DESTINATIONS NOT ONLY FOR A BRISK WALK, BUT ALSO PROVIDE CATERING AND ENTERTAINMENT

(c) About 8.5ha. Six sites in Areas 137A, 137C and 137D to “**G/IC(10)**” stipulation of BHR  
- Joint-use complex 60mPD / Police station 110mPD / other GIC 30- 60mPD / 5 schools 8 storeys.

(d) **About 18.67ha**. Seven sites in Areas 137A, 137B, 137C and 137D to “**Open Space**”;

(e) About 4.52ha. A site in Area 137E to “OU” annotated “Effluent Polishing Plant” 30mPD;

(f) About 0.44ha. A site in Area 137D to “OU” annotated “Green Fuel Station”;

(g) About 0.15ha. Two sites in Fat Tong Chau in Area 135 to “Green Belt” because of natural terrain hazard.

(h) About 16.02ha. A site across Areas 137A, 137B, 137C and 137D to an area shown as ‘Road’.

**Item B** – About 5.98ha. Rezoning of a site in Fat Tong Chau from “GB” and “OU(DWI)” to “G/IC(10)”. 80mPD.

Fresh water service reservoir and a salt water service reservoir

STRONG OBJECTIONS. WHY THIS LOCATION AND NOT ON THE ALREADY DEGRADED TERRAIN, EG NEAR THE DESALINATION PLANT?

NO IMAGES OF WHAT IT WOULD LOOK LIKE, A LONG CONCRETE WALL?

NOT ONLY ARE THE 1,250 TREES TO BE FELLED MOSTLY ON THIS SITE, THE NATURAL PANORAMA WOULD BE DESTROYED.

THIS FACILITY WOULD NOT BE APPROPRIATE IS THE MARINA PROPOSED BY DESIGNING HK WERE TO BE IMPLEMENTED. SEE ITEM C.

**Item C** – About 0.36ha. Incorporation of a site occupied by a pier near Tit Cham Chau into the planning scheme area, zoning the site and rezoning the adjoining land from “OU(DWI)” to “OU” annotated “Pier” (“OU(Pier)”).

FOR TOURISM? WHY WOULD TOURISTS WANT TO VISIT A HOUSING ESTATE SITUATED NEXT TO A LANDFILL?? THE PIER SHOULD BE ON THE WATERFRONT AND PROVIDE COMMUTER FERRY LINKS LIKE THOSE ON DISCO BAY (pop 25,000 and MA WAN 14,000).

FULLY SUPPORT THE SUBMISSION OF DESIGNING HK THAT RECOMMENDS THAT THE BAY BE RETAINED AND TRANSFORMED INTO A MARINE CENTRE.

THIS WOULD INCLUDED A PUBLIC FERRY PIER SO THAT THE MARINA WOULD NOT ONLY CATER FOR THE YAU CHIN BUT ALSO FOR ORDINARY FOLK AND TOURISTS.

THESE FACILITIES WOULD GENERATE EMPLOYMENT OPPORTUNITIES, SOMETHING IN SHORT SUPPLY IN THE PLANNED COMMUNITY.

**Item D** – Incorporation of a sea area in Chiu Keng Wan into the planning scheme area, zoning the area and/or rezoning the adjoining land from “GB” to the following land use zonings:

- (a) About 5.61ha. A site to “OU” annotated “Electricity Facilities”. 70mPD
- (b) About 8.60ha. A site to “OU” annotated “Construction Waste Handling Facility and Public Fill Transfer Facility”. 35mPD
- (c) About 3.04ha. A site to “OU” annotated “Refuse Transfer Station”. 50mPD
- (d) About 0.6ha. A site to “OU” annotated “Concrete Batching Plant”. 35mPD
- (e) About 0.22ha a site to “G/IC(10)” Sewerage Pumping Station 15mPD and three sites 0.66ha to “G/IC”; Reserve. Low rise.
- (f) About 2.88ha. A site to an area shown as ‘Road’.

AGAIN, SUPPORT SUBMISSION OF DESIGNING HK. NOT ONLY IS THE SHARP LAYOUT UGLY, IT IS UNNATURAL. THE CONSULTANTS APPEAR TO HAVE IGNORED THE NUMEROUS RESEARCH REPORTS THAT INDICATE THAT PROVIDING ‘LIVING SHORELINES’ PROVIDES A BETTER BUFFER THAN TRADITIONAL SEAWALLS AND ROCK STRUCTURES.

THE IMPACT OF CLIMATE CHANGE HAS BEEN IGNORED WITH REGARD TO THE WATERFRONT DESIGN FOR BOTH ITEMS A AND D. ITEM A IS EFFECTIVELY EXPOSED TO MARINE CONDITIONS ON ALL FOUR SIDES AND COULD BE VERY SUSCEPTIBLE TO SWELLS AND TSUNAMI GENERATED BY EARTHQUAKES IN JAPAN AND TAIWAN.

**Item E** – About 0.42ha. Incorporation of four sites near Chiu Keng Wan into the planning scheme area and zoning the sites to “GB”.

HURRAY

**Item F** – About 0.76ha. Excision of 5 sites within “OU(DWI)” zone from the planning scheme area.



NOT CLEAR IF THEY WILL BE RESTORED AND INCORPORATED IN COUNTRY PARK?

## GIC

THE PROMISED 2030+ INCREASE IN GIC HAS BEEN CONVENIENTLY AVOIDED. ADD TOGETHER THE VARIOUS GIC USES, AND THIS IS BEING GENEROUS AS SOME OF THE SERVICES ARE EFFECTIVELY 'OU' ( $8.5 + 4.52 + 0.44 + 5.98$ ) = **19.44HA**. **BUT THE PLANNED POPULATION IS 135,000.**

$135,000 \times 2.5 = 33.75\text{HA}$  **THIS EQUALS A DEFICIT OF 44%. ALMOST AS MUCH LAND IS DEVOTED TO ROAD, 16.22HA.**

*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.*

STRONG OBJECTIONS TO THE LUMPING TOGETHER OF MULTIPLE SERVICES, SOME INCOMPATIBLE FOR EXAMPLE A PUBLIC MARKET AND HEALTH CENTRES. HYGIENE HAS BEEN IGNORED. MARKETS NO MATTER HOW WELL MANAGED ATTRACT VERMIN.

AND NO LESSONS HAVE BEEN LEARNED FROM COVID. HAVING ALL SERVICES IN ONE COMPLEX MEANS THAT MULTIPLE SERVICES WOULD BE CLOSED DOWN IF AN INFECTION WITHIN THE COMPLEX IS REPORTED.

*Another sports centre, primary and secondary schools and other GIC facilities will also be provided in suitable locations within the area.*

IN THE LEFT OVER SPACES. THE SCHOOLS ARE PLANNED IN BETWEEN OR BEHIND LARGE PODIUMS AND HIGH TOWERS. THE 3 SITES OPPOSITE THE DESALINATION PLANT ARE ADJACANT TO A MAIN ROAD WITH NO NATURAL ELEMENTS CLOSE BY.

TKO IS DEFICIENT IN MANY COMMUNITY SERVICES - SEE HKPSG. IT IS UNACCEPTABLE THAT PROVISION IS NEVER ADDRESSED BUT RATHER MAGNIFIED WITH THE DEVELOPMENT OF LARGE NEW TOWNS LIKE THIS.

## OPEN SPACE

**"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"**

MEMBERS MUST CERTAINLY QUESTION THIS STATEMENT. THE PROVISION FOR OPEN SPACE DOES NOT EVEN MEET THE CURRENT 2SQ.MT. STIPULATION.



**OS SHOULD BE  $135,000 \times 3.5 = 472,500\text{sq.mt} = 47.25\text{ha}$ . BUT THE ALLOCATION UNDER THE AMENDMENTS IS A MERE 18.67ha, effectively 1.38sq.mt per person. EFFECTIVELY A DEFICIT OF 83,000sq.m**

## TRANSPORT

STRONG VIEWS ON THE FAILURE TO INCLUDE ANY FORM OF PUBLIC FERRY SERVICE DESPITE THE LONG DISTANCE FROM THE MAIN COMMERCIAL NODES AND THE FACT THAT THE LOCATION IS SIMILAR IN NATURE TO BOTH DISCO BAY AND MA WAN BUT WITH A MUCH HIGHER PROPOSED POPULATION OF 135,000.

EVEN IF A FERRY SERVICE WOULD REQUIRE GOVERNMENT SUPPORT, IT WOULD RELIEVE PRESSURE ON THE ROAD SYSTEM AND TUNNELS AND SAVE MONEY SPENT ON MAINTENANCE OF THE GRID. WITH THE USE OF GREEN FERRYS IT WOULD ALSO REDUCE EMISSION LEVELS.

THE LACK OF COMMERCIAL FACILITIES IN THE DISTRICT MEANS THAT THERE WILL BE FEW LOCAL EMPLOYMENT OPPORTUNITIES.

THE IMPACT OF SO MANY ADDITIONAL PASSENGERS ON THE ALREADY OVERCROWDED TKO MTR GRID WILL STRAIN A SERVICE THAT ALREADY CREATES MANY DELAYS AND CHAOS.

IN ADDITION, IN COMMUNITIES BEING BUILT FROM SCRATCH, WHY SO MUCH LAND DEVOTED TO ROADS WHEN THEY SHOULD BE BUILT UNDERGROUND. AFTER ALL THE SITES FOR THE TOWERS WILL BE EVACUATED AT LEAST 3 LEVELS DOWN TO PROVIDE PARKING FACILITIES, SO WHY NOT THE ROAD ALSO?

## VISUAL IMPACT

JAW DROPPING. CHECK THE IMAGES. THE BACKGROUND GREENERY WILL BE COMPLETELY WIPED OUT, NOT ONLY FOR MANY RESIDENTS BUT ALSO FOR THOSE WITH AN OUTLOOK ONTO THE AREA.

*"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.**"*

WHAT SO CALLED MITIGATION MEASURES COULD ADDRESS THE IMPACT? THE CLAIMS ARE ABSURD.

*"Dynamic overall skyline with steeped BH."*

THERE IS NO STEPPED PROFILE, IT IS JUST HIGH AND EVEN HIGHER.

And then the ridiculous statement:

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*"Taking into account its prominent waterfront location, the new community will be equipped with a strong sense of place and distinctive identity."*

CHECK DRAWING 4a. THE DEVELOPMENT IS EFFECTIVELY DOZENS OF COPY CAT TOWERS BUILD ON A MASSIVE WALL EFFECT PODIUM.

Members should question what is the rationale of this massive development when the world is slipping into recession and demand for units and services is dropping.

The excuse is that these new towns will provide better living conditions. This is a complete fallacy as the size of the units is gradually shrinking and the allocation of community services and open space is in fact inferior to that of even older urban districts.

The continued expansion and reclamation is not necessary when there are thousands of buildings in urban districts that could be redeveloped but for the bungling intervention of the URA.

### **Amendments to the Notes of the Plan**

(f) Incorporation of 'Government Refuse Collection Point' and 'Public Convenience' under Column 1 of the Notes for "Village Type Development" ("V") zone; and corresponding deletion of 'Government Refuse Collection Point' and 'Public Convenience' under Column 2 of the Notes for the "V" zone.

OBJECT – DEPRIVES THE COMMUNITY OF HAVING A SAY IN BOTH THE LOCATION AND DESIGN OF THESE FACILITIES AND IF THE FACILITIES ADDRESS THE ISSUES FACED BY THE END USERS

(g) Incorporation of 'Field Study/Education/Visitor Centre' under Column 2 of the Notes for "V" zone.

OBJECT – THE INTENTION OF V ZONE IS TO PROVIDE HOUSING. THE PROPOSED USES CAN BE EXPLOITED TO PROVIDE A FRONT FOR COMMERCIAL OPERATIONS

Mary Mulvihill

