

**METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

MPC Paper No. 1/15
For Consideration by the
The Metro Planning Committee on 27.2.2015

PROPOSED AMENDMENTS TO
THE APPROVED STANLEY OUTLINE ZONING PLAN NO. S/H19/10

**PROPOSED AMENDMENTS TO
THE APPROVED STANLEY OUTLINE ZONING PLAN NO. S/H19/10**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Stanley Outline Zoning Plan (OZP) No. S/H19/10 as shown on the draft OZP No. S/H19/10A (**Attachment II**) (to be renumbered as S/H19/11 upon exhibition) and its Notes (**Attachment III**) 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 OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zones of the draft OZP No. S/H19/10A (to be renumbered as S/H19/11 upon exhibition) and is suitable for exhibition together with the draft OZP.

2. Status of the Current OZP

- 2.1 On 1.2.2005, the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance approved the draft Stanley OZP. On 18.2.2005, the approved Stanley OZP No. S/H19/10 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 11.3.2014, the CE in C agreed to refer the approved Stanley OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 21.3.2014 under section 12(2) of the Ordinance.

3. Proposed Amendments to the OZP

The proposed amendments mainly relate to rezoning two sites at the southern end of Wong Ma Kok Road from "Green Belt" ("GB") to "Residential (Group C)1" ("R(C)1") for residential purpose, deletion of the alignment of Route 81 and some technical amendments to the Notes of the OZP.

4. **Rezoning Two Site at the Southern End of Wong Ma Kok Road from “GB” to “R(C)1” (Amendment Item A)**

Background

- 4.1 It was stated in the 2013 Policy Address that the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. “G/IC” sites with no designated use and “GB” sites adjoining development areas with no ecological value would be reviewed for housing purpose. The development intensity of Government’s unallocated residential sites would also be increased as far as allowable in planning terms. It was reaffirmed in the 2014 Policy Address that the Government would continue to review various land uses and rezone sites as appropriate for residential use.
- 4.2 “GB” zones mainly fall on slopes and hillsides near the fringe of urban or developed areas and vary in locations and conditions. The review of “GB” sites (“GB” review) comprises two stages. In the first stage of “GB” review completed in 2012, the Planning Department (PlanD) mainly identified and reviewed areas zoned “GB” that are devegetated, deserted or formed. With the completion of the first stage of “GB” review, the 2013 Policy Address announced that PlanD was conducting the next stage of “GB” review, with the purpose of releasing more sites for housing development. The second stage of “GB” review considered those vegetated “GB” sites with a relatively lower buffer or conservation value and adjacent to existing transport and infrastructure facilities.
- 4.3 In considering if the “GB” sites are suitable for development, concerned government departments will examine if the development would bring about significant adverse impacts to the surroundings and if necessary, technical assessment would be carried out to ascertain these impacts and devise mitigating measures to minimise the potential impacts. Relevant considerations including transport and infrastructure capacity, provision of community facilities and open space, appropriate development restrictions, local character and existing development intensity, potential environmental, visual and air ventilation impacts etc. have been taken into account in the “GB” review.
- 4.4 The 2014 Policy Address also announced that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, the Government considers it feasible to generally increase the maximum domestic plot ratios (PRs) currently permitted for the other “density zones” in the territory by 20% as appropriate. The Government will duly consider factors such as traffic and infrastructure capacities, local characters, existing development intensity and various possible impacts of the proposed development on the areas concerned.
- 4.5 On the above basis, two sites at the southern end of Wong Ma Kok Road (Sites 1 and 2 on **Plan 2**) are identified for housing developments. It is proposed to rezone the two sites from “GB” to “R(C)1” with a maximum building height (BH) of 4 storeys in addition to one storey of carport and a PR of 0.9 (Amendment Item A on **Plan 1**). Various government departments have

reviewed and confirmed the technical feasibility of the proposed housing sites and the related increase in PR in terms of traffic, sewerage, drainage, water supply, visual and environmental impacts. A pre-land sale tree survey, air ventilation assessment and visual appraisal were undertaken as detailed in paragraphs 4.12 to 4.15 below.

The Sites and Surroundings (Plans 1 and 2, aerial photo on Plan 4 and site photos on Plans 5 and 6)

- 4.6 The sites (about 0.44 ha for Site 1 and 2.55 ha for Site 2) are Government land located at the southern part of Stanley Peninsula comprising mainly vegetated slopes (**Plan 4**). The sites are accessible by Wong Ma Kok Road leading to Stanley Village Road and Stanley Beach Road (**Plan 3**). The surrounding areas are mainly vegetated slopes zoned “GB” and “Coastal Protection Area”, except the existing low-rise residential development of 3-4 storeys high, the Regalia Bay to the immediate west of Site 1 and north of Site 2. To the immediate south and southeast of Site 2 is the Chek Chue Barracks zoned “Other Specified Uses” annotated “Military Camp” (“OU(Military Camp)”) on the OZP. Within the Military Camp, there are low-rise campuses of 1-3 storeys high, recreation ground, parade ground and residential quarters up to 13 storeys high. To the further west of Site 2 is Stanley Bay and to the further north of the two sites is St. Stephen’s Beach. The Stanley Prison, St. Stephen’s College, Stanley Military Cemetery and some water sports centres are located to the further north and northeast of the sites.

The Rezoning Proposal

Land Use Compatibility

- 4.7 Stanley is situated at the southern part of Hong Kong Island and is generally hilly with steep ravines covered by rich vegetation. There are three groups of settlements, viz. low-rise high class housing in the northern part of Stanley Peninsula and Chung Hom Kok area, the high-density commercial and residential developments in the Stanley Village, and the public housing in Ma Hang. Besides, it is one of the attractive spots for both local recreation pursuits and tourism, e.g. bathing beaches such as Stanley Main Beach, Chung Hom Kok Beach and St. Stephen’s Beach, the re-constructed Murray Building and the bustling Stanley market for shopping, Stanley Main Street for eatery and alfresco dining, etc. Stanley has developed into a unique community with a distinctive character.
- 4.8 The sites are located in between the low-density residential development at Regalia Bay and the Chek Chue Barracks, a military facility. The Regalia Bay is zoned “R(C)” subject to a maximum BH of 3 storeys in addition to 1 storey of carport, PR of 0.75 and Site Coverage (SC) of 25%. The planning intention of the “R(C)” zone is intended primarily for low-rise and low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

- 4.9 According to the residential Density Zone in the Hong Kong Planning Standards and Guidelines (HKPSG), for sites falling within Density Zone R3 and with three domestic storeys, the maximum PR of “R(C)” zone is 0.75. To maximise the development potential of housing land with a 20% increase according to the Policy Address mentioned in paragraph 4.4 above, a PR of 0.9 and a SC of 22.5% are proposed for the two sites. The proposed residential developments, though of a slightly higher development intensity, is generally compatible with the surrounding. It has also been confirmed by concerned departments that the proposed amendments would not cause insurmountable problems on traffic and other infrastructural capacity as well as on tree felling, visual and environmental aspects as detailed in paragraphs 4.12 to 4.22 below.
- 4.10 In view of the above, it is proposed to rezone the sites from “GB” to “R(C)1” with a maximum BH of 4 storeys in addition to one storey of carport, PR of 0.9, and SC of 22.5% (in accordance with the guidelines for maximum PR of 0.9 and 4 domestic storeys within the R3 Zones of Metroplan Area as set out in HKPSG). The details are stated in pages 7 and 8 of **Attachment III**.
- 4.11 It is estimated that the proposed residential development for the two sites would have a maximum domestic gross floor area of about 22,200m², producing about 220 units (assumed flat size of 100m²) if a maximum PR of 0.9 is adopted.

Visual and Air Ventilation Considerations

- 4.12 According to the Visual Appraisal in **Attachment VI**, the scale and BH of the future development at the sites are visually compatible with existing developments in the immediate neighbourhood. With a BH restriction of 4 storeys in addition to one storey of carport and PR of 0.9 imposed, the cumulative visual impact of the existing and proposed residential development within the immediate neighbourhood is considered acceptable.
- 4.13 Located at the southern part of Stanley Peninsula and being shielded by natural terrain to the east (Che Pau Teng), the proposed development will be substantially screened off when viewed from key public viewing points or pedestrian nodes from the northeast, east and south. Its visibility is limited to the waterfront area of Stanley and Chung Hom Kok from the far north and northwest or people travelling by boat at Stanley Bay which are quite far away. Two viewing points, the Blake Pier and an observation deck at Chung Hom Kok (**Plans 7 and 8**) are selected therefore to assess the visual impact. Contiguous to the existing Regalia Bay, the proposed development will in overall term be considered compatible with its surroundings and have insignificant visual impact. While the proposed developments at both sites may result in a partial blockage of views to the green backdrop, the green character and the ridgeline can still be maintained. Given the long and expansive view beyond Stanley Bay, the visual openness from the two viewing points would not be adversely affected. The overall effect on public views at the viewing points should be negligible. The public views before and after the proposed development implemented are similar. Rezoning the sites to “R(C)1” is considered acceptable in visual terms. The Chief Town Planner/Urban Design and Landscape, PlanD has no adverse comment on the proposed amendments as the

proposed residential developments are comparable to the adjacent existing residential developments in terms of development scale, height and density and not expected to have significant adverse impact on the character of the area.

- 4.14 An Expert Evaluation on the Air Ventilation Assessment (AVA) for the two sites was undertaken by AECOM Asia Co. Ltd. (**Attachment VII**). Based on the site wind availability data, the annual prevailing winds are mainly from the northeast quadrant and the summer prevailing winds are generally from the southeast quadrant and western directions. Since the proposed development is low in development density with PR of 0.9 and SC of 22.5%, it is not expected to have adverse air ventilation impact to the existing developments under annual prevailing winds and summer prevailing winds. Adverse ventilation impacts are not anticipated from the proposed developments and the decline in pedestrian wind environment in the vicinity are not expected when compared to the current situation. Further AVA is not required.

Landscape and Conservation

- 4.15 According to the pre-land sale tree survey conducted by the Lands Department (LandsD), there are 245 and 1006 trees on the two sites respectively. Among the existing trees, none of them is listed in or going to be listed in the Register of Old & Valuable Trees. Most of them are common native species, such as *Acacia confusa*, *Mallotus paniculatus*, *Aporosa dioica*, *Microcos nervosa* and *Schefflera heptaphylla*. The Director of Agriculture, Fisheries and Conservation Department (DAFC) has advised that no tree of particular value had been identified. Notwithstanding this, relevant tree preservation clause and the requirement of Master Landscape Plan will be incorporated in the land sale conditions to minimise the impact arising from tree felling and to require necessary greening measures to mitigate the impact. The project proponents will need to provide tree preservation and compensatory planting proposals for future housing development in accordance with the relevant Development Bureau's Technical Circular and LandsD's Land Administration Office Practice Note on tree felling and tree preservation.

Traffic

- 4.16 The site is accessible by Wong Ma Kok Road leading to Stanley Village Road and Stanley Beach Road (**Plan 3**). In view of the proposed low-density development (220 flats) and the current local traffic condition, the Commissioner for Transport (C for T) has no adverse comment on the proposed rezoning. C for T estimated that with reference to HKPSG, 278 car parking spaces shall be provided and the vehicle flow on nearby roads during peak hours will increase by about 50 passenger car unit per hour (pcu/hr). Based on preliminary assessment, the traffic flow at the intersection of Stanley Village Road/Stanley Beach Road/Stanley New Street will increase but will still be less than 50% of the design flow. There will not be significant impact on the local traffic condition. Considering that the traffic generated by the two sites during peak hour is limited (only about 50 pcu/hr), the cumulative traffic impact is also considered minimal. A Traffic Impact Assessment (TIA) is considered not necessary.

- 4.17 To address the concern of the Southern District Council (SDC) regarding the road junction, i.e. Stanley Village Road/Stanley Beach Road/Stanley New Street (**Plan 3**), C for T further advises that based on their traffic data, the existing design traffic flow of the junction is about 800-900 pcu/hr per direction. During weekday, the southbound and northbound traffic flow are about 280 pcu/hr and 200 pcu/hr respectively during the morning peak hours, and the southbound and northbound traffic flow are about 240 pcu/hr and 250 pcu/hr respectively during the afternoon peak hours. During holidays, the southbound and northbound traffic flow are about 260 pcu/hr and 220 pcu/hr respectively during the morning peak hours, and the southbound and northbound traffic flow are about 300 pcu/hr and 340 pcu/hr respectively during the afternoon peak hours. The traffic flows during the morning or afternoon peak hours on weekdays account for about one third (1/3) of the design traffic flow, while that of the afternoon peak hours on holidays is higher and equivalent to about 40% of the design traffic flow. Overall speaking, the current traffic flow of the junction has yet reached the saturation level.
- 4.18 From traffic engineering point of view, a footpath with clear width of not less than 2m along Wong Ma Kok Road should be provided and surrendered to the government for maintenance upon completion. The requirements will be incorporated in the land sale conditions.

Environmental and Infrastructural Impact

- 4.19 The proposed rezoning would not have significant adverse environmental and infrastructural impacts on the surrounding areas. The Director of Environmental Protection (DEP) has no in-principle objection to the proposed rezoning. As the site is located close to Wong Ma Kok Road, which is a local distributor, DEP suggests that a 5m air quality buffer distance should be provided from the Wong Ma Kok Road. The proponent is required to carry out Sewerage Impact Assessment. The requirements will be incorporated in the land sale conditions. Development should preferably be located away from any natural streamcourse from water quality protection point of view.
- 4.20 The Head of Geotechnical Engineering Office, Civil Engineering and Development Department (Head of GEO, CEDD) has no in-principle objection to the proposed amendments. The two sites are overlooked by steep natural terrain and meet the criteria for natural terrain hazard study. From geotechnical point of view, should the sites proceed to the development stage, the potential natural terrain hazards should be taken into consideration, and if necessary, appropriate mitigation measures should be designed and constructed as part of the development. With respect to man-made slopes, features Nos. 15NE-C/C202 and 15NE-C/C204 may affect or be affected by the proposed development. Slope stability assessment should be carried out. The requirements will be incorporated in the land sale conditions.
- 4.21 The District Lands Officer/Hong Kong West and South, LandsD (DLO/HKW&S, LandsD) confirms that suitable clauses would be incorporated in the land sale condition to address the departmental concerns in paragraphs 4.15, 4.18 to 4.20 above.

4.22 Relevant departments consulted including the Chief Engineer/Hong Kong and Islands, Drainage Services Department and Chief Engineer/Development (2), Water Supplies Department have no adverse comment on the proposed rezoning.

5. **Rezoning an area at Wong Ma Kok Road from “GB” to ‘Road’ (About 694 m²) (Amendment Item B)**

Consequential to Amendment Item A, a portion of land which is part of the existing elevated road will be rezoned from “GB” to „Road“ to reflect the as-built condition (Plan 6).

6. **Deletion of Route 81 Indication (Amendment Item C)**

The possible alignment of the proposed Route 81 as previously indicated on the approved OZP is intended to reserve land for a proposed road (Plan 9). As informed by C for T, the possible alignment and annotation of proposed Route 81 should be deleted from the OZP as there is no definite plan for the proposed road.

7. **Provision of Open Space and Government, Institution and Community (GIC) Facilities**

A table on the provision of major community facilities and open space in Stanley area is at Attachment V. Based on a planned population of about 17,600 (including the proposed residential developments under Amendment Item A), there is no shortfall on GIC and open space provisions in the area. The proposed rezoning of the sites for residential use will not have impact on GIC and open space provisions in the area.

8. **Minor Boundary Adjustments**

Opportunity has been taken to rectify minor discrepancies by slightly adjusting the zoning boundaries to reflect existing developments and these adjustments would not have any material implications on the land use zonings.

9. **Proposed Amendments to Matters Shown on the Plan**

The proposed amendments as shown on the draft Stanley OZP No. S/H19/10A (Attachment II) are as follows:

9.1 **Item A (about 2.99 ha) (Plans 1 to 8)**

Rezoning two sites at Wong Ma Kok Road from “GB” to “R(C)1” in accordance with paragraph 4.5 above.

9.2 **Item B (about 694m²) (Plans 1, 4 and 6)**

Rezoning an area at the southern end of Wong Ma Kok Road from “GB” to area

shown as „Road“ in accordance with paragraph 5 above.

9.3 Item C (Plan 9)

Delete the possible alignment and annotation of the proposed Route 81 in accordance with paragraph 6 above.

10. Proposed Amendments to the Notes of the OZP

10.1 Amendments to the Notes of the OZP are proposed as follows:

- (a) revision to the covering Notes to accord with the Master Schedule of Notes to Statutory Plans;
- (b) in relation to Amendment Item A above, the Notes for “R(C)” zone is amended by including sub-area “R(C)1” with BH, PR and SC restrictions incorporated; and
- (c) amendments to the exemption clause on maximum PR in the remarks for “Residential (Group A)” (“R(A)”) and “R(C)” zones to clarify that exemption of caretaker's quarters and recreational facilities are only applicable to those facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building.

10.2 The proposed amendments to the Notes of the OZP (with additions in *bold and italics* and deletions in „~~crossed-out~~“) are at **Attachment III** for Members“ consideration.

11. Revision to the Explanatory Statement (ES) of the OZP

The ES of the OZP is proposed to be 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 proposed amendments to the ES of the OZP (with additions in *bold and italics* and deletions in „~~crossed-out~~“) are at **Attachment IV** for Members“ consideration.

12. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/H19/11.

13. Consultation

Departmental Consultation

12.1 The proposed amendments have been circulated to relevant bureaux/ departments for comment. All of them have no objection to or no adverse

comment on the proposed amendments. The comments of C for T, DLO/HKW&S, LandsD, DEP, DAFC, Head of GEO, CEDD and CTP/UD&L, PlanD and the Antiquities and Monuments Office, Leisure and Cultural Services Department have been incorporated in the above paragraphs, where appropriate.

- 12.2 The District Officer (Southern), Home Affairs Department (DO(S), HAD) advises that SDC and local residents may express reservation on the proposed rezoning of the sites from “GB” to “R(C)1” and anticipated that SDC would have concern over the provision of public services as the population of the area will be increased. It is expected that the residents of Regalia Bay will object the proposed rezoning as it may impose negative environmental and traffic impacts on the area.
- 12.3 The following departments have no objection to or no comment on the proposed amendments:
- (a) Secretary for Security;
 - (b) Commissioner of Police;
 - (c) Chief Architect/Central Management Division 2, Architectural Services Department;
 - (d) Chief Building Surveyor/Hong Kong West, Buildings Department (BD);
 - (e) Chief Building Surveyor/Hong Kong East and Heritage, BD;
 - (f) Chief Engineer/Land Works, CEDD;
 - (g) Chief Highway Engineer/Hong Kong, Highways Department
 - (h) Director of Leisure and Cultural Services;
 - (i) Director of Electrical and Mechanical Services;
 - (j) Director of Fire Services;
 - (k) Director of Social Welfare; and
 - (l) Project Manager (Hong Kong Island & Islands), CEDD.

Consultation with SDC on Proposed Amendment Item A

- 12.3 On 31.3.2014, PlanD consulted the District Development and Environment Committee (DDEC) of SDC on the proposed Amendment Item A. Photomontages showing the proposed residential developments at the selected viewpoints were also presented. 10 members raised concerns on the proposal with 7 opposed and 3 supported. The 3 members supported the proposed rezoning as they considered that there were different types of housing demand in the society and the sites were not suitable for public housing purpose. The opposing views were that (i) there was no information on an overview of all potential residential sites in the Southern District and their cumulative impact (particular on traffic aspect); (ii) “GB” (public space) was taken away for private luxurious housing which could not address the public housing need; (iii) the proposed amendment was not a priority as not many housing units could be built; (iv) extensive felling of trees and no information on the number of trees to be felled; and (v) instead of rezoning “GB” zones, the Hong Kong Police College (HKPC) in Aberdeen should be relocated for public housing development. DDEC requested PlanD to consult SDC again with all the required information and obtain their support on the rezoning proposals before

submission of the rezoning proposal to the Board. The minutes of the first SDC consultation is at **Attachment VIIIa**.

- 12.4 As requested by SDC, the Development Bureau (DEVB), PlanD and relevant government departments on 15.5.2014 briefed SDC on the 14 potential housing sites in the Southern District in the coming five years (including the two sites under Amendment Item A). Members generally objected to rezoning “GB” sites for private housing, particularly high-class luxury residential developments. While generally supported public housing development/redevelopment, they raised grave concerns on traffic and tree impacts of the proposed developments and requested the Administration to (i) provide further information such as development parameters of each site, and traffic review for the area; (ii) reconsider relocating HKPC; (iii) and consult SDC on Amendment Item A before submission to the Board. The minutes of the second SDC consultation is at **Attachment VIIIb**.
- 12.5 PlanD together with C for T and DAFC on 29.9.2014 reverted back to DDEC with further information on traffic aspect and the results of the pre-land sale tree survey. DDCE objected to the proposed rezoning on grounds that (i) extensive tree felling for private residential sites was not justified as the luxurious private housing could not benefit the general public; (ii) based on a local consultation carried out by the DC member of Stanley & Shek O Constituency, the local residents raised objection to the rezoning due to traffic impact; and (iii) there was insufficient traffic data to convince the DC that no adverse traffic impact will be resulted. DDEC requested departments to provide more information such as traffic data and considered that PlanD should not submit the proposed amendments to the Board. Also, DC's stance and urges should be reflected accurately and truthfully. The minutes of the third SDC consultation is at **Attachment VIIIc**.
- 12.6 The responses provided by the Administration at the DDEC meetings on 31.3.2014 and 29.9.2014, and SDC on 15.5.2014 are summarised below:

Housing Land Supply

- (a) Housing is one of the most important concerns among people’s livelihood. To increase land supply to meet the housing and other development needs of Hong Kong, the Government has adopted a multi-pronged approach to increase land supply in the short, medium and long-terms with measures including optimal use of developed land and identifying new land for development.
- (b) It is a challenge for the Government and the community to find adequate land to meet our housing supply target for the next decade. This will involve making choices and accepting trade-offs. To increase and expedite housing land supply in the short to medium term, the Administration needs to optimise the use of built-up land in existing urban areas and new towns, as well as their nearby areas with infrastructural facilities in the vicinity. A series of land use reviews have been carried out, including reviews on “GB” and “Government, Institution or Community” with a view to identifying

land with the potential to be rezoned for residential use, and increase the development density to increase the housing supply as far as allowable in planning terms.

- (c) In the short-term, the Administration has to identify suitable potential sites in urban area close to the existing developments and its fringe for housing as long as planning and infrastructure capacity permitted. A two-staged “GB” review has been undertaken with a view to identifying suitable housing sites. Tree felling is inevitable to make way for housing land. Nevertheless, suitable measures as mentioned in paragraph 4.15 above will be adopted under the land sale condition to address the adverse impact.

Green Belt at Wong Ma Kok Road

- (d) The proposed rezoning of two “GB” sites at Wong Ma Kok Road for residential use has been identified as one of the 150 potential housing sites to meet the pressing housing need in the short term.

Public vs Private Development and Variety of Housing Types for Market Need

- (e) As announced in the 2014 Policy Address, the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming ten years. Of these, 60% will be public housing (including public rental housing and subsidised sale flats) and 40% will be private housing units. Among the new housing sites in the Southern District, over 60% of the housing units are planned for public housing.
- (f) While housing land supply is a policy objective, it is equally important to ensure that demand for different housing types could be satisfied. Taking into account the character in the area, it is considered appropriate to rezone the two sites for private residential development.
- (g) The Government also aims to rebuild the “housing ladder” in order to increase housing supply for people of different strata. When the “housing ladder” is revitalised, there would be room for gradual improvement in the living conditions.

Traffic

- (h) The proposed rezoning would have limited impact on traffic. The development intensity of the sites is relatively low and the number of flats to be built and estimated population is moderate. The traffic generated by the sites during peak hour is limited (about 50pcu/hr) and the cumulative traffic impact in Stanley area and the nearby road network is considered acceptable.
- (i) In response to DDEC’s request for traffic data, the Administration has provided further information via letter dated 13.2.2015 which is summarised in paragraphs 4.16 to 4.17 above.

Insufficient Information

- (j) Concerned departments after their respective assessments have advised that the proposed developments would not have insurmountable problems to the surrounding areas.

Alternative Site

- (k) The Security Bureau and the Hong Kong Police Force do not have any plan to relocate the HKPC in Aberdeen.

12.7 DEVB has issued a letter on 13.2.2015 to further explain the need for rezoning to meet housing land supply target and provide further technical information to address DC's concerns on tree felling and traffic impact (**Attachment IX**). The letter also informs DC that the Government decides to continue with the proposed rezoning and submission to the Board.

12.8 The draft Stanley OZP No. S/H19/10A (to be renumbered to S/H19/11 upon exhibition) will be available for public inspection under section 5 of the Ordinance, which is a statutory consultation procedure to solicit public views.

13. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Stanley OZP and that the draft Stanley OZP No. S/H19/10A at **Attachment II** (to be renumbered to S/H19/11 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Stanley OZP No. S/H19/10A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised ES will be published together with the OZP.

14. Attachments

Attachment I	Approved Stanley OZP No. S/H19/10 (Reduced Size)
Attachment II	Draft Stanley Outline Zoning Plan No. S/H19/10A
Attachment III	Revised Notes of the draft Stanley Outline Zoning Plan No. S/H19/10A
Attachment IV	Revised Explanatory Statement of the draft Stanley Outline Zoning Plan No. S/H19/10A
Attachment V	Provision of Open Space Space and Major Community Facilities in Stanley
Attachment VI	Visual Appraisal on Proposed Residential Sites on Wong Ma Kok Road under Approved Stanley Outline Zoning Plan No. S/H19/10

Attachment VII	Expert Evaluation and Advisory Services on Air Ventilation Assessment
Attachment VIIIa	Extract of Minutes of Meeting of DDEC of SDC held on 31.3.2014
Attachment VIIIb	Extract of Minutes of Meeting of SDC held on 15.5.2014
Attachment VIIIc	Extract of Minutes of DDEC of SDC Meeting held on 29.9.2014
Attachment IX	The Administration's letter to SDC on 13.2.2015
Plan 1	Comparison of Existing and Proposed Zonings on the OZP for Proposed Amendment Items A and B
Plan 2	Site Plan of Proposed Amendment Items A and B
Plan 3	Location Plan of Critical Junction
Plan 4	Aerial Photo of Proposed Amendment Items A and B
Plans 5 and 6	Site Photos of Proposed Amendment Items A and B
Plans 7 and 8	Photomontages of the Proposed Developments
Plan 9	Comparison of Existing and Proposed Zonings on the OZP for Proposed Amendment Item C

**PLANNING DEPARTMENT
FEBRUARY 2015**



圖例
NOTATION

ZONES	地帶	COMMUNICATIONS	交通
COMMERCIAL [C]	商業	MAJOR ROAD AND JUNCTION [Symbol]	主要道路及路口
RESIDENTIAL (GROUP A) [R(A)]	住宅 (甲類)	PEDESTRIAN PRECINCT / STREET [Symbol]	行人專用區/緩行道
RESIDENTIAL (GROUP C) [R(C)]	住宅 (丙類)		
GOVERNMENT, INSTITUTION OR COMMUNITY [GIC]	政府、機構或社區		
OPEN SPACE [O]	休憩用地	MISCELLANEOUS	其他
OTHER SPECIFIED USES [OU]	其他指定用途	BOUNDARY OF PLANNING SCHEME [Symbol]	規劃範圍界線
GREEN BELT [GB]	綠化地帶	PETROL FILLING STATION [Symbol]	加油站
COASTAL PROTECTION AREA [CPA]	海岸保護區		

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.82	0.21	商業
RESIDENTIAL (GROUP A)	13.21	3.36	住宅 (甲類)
RESIDENTIAL (GROUP C)	34.63	8.82	住宅 (丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	67.74	14.70	政府、機構或社區
OPEN SPACE	11.19	2.85	休憩用地
OTHER SPECIFIED USES	138.71	35.57	其他指定用途
GREEN BELT	101.04	25.72	綠化地帶
COASTAL PROTECTION AREA	20.58	5.24	海岸保護區
MAJOR ROAD ETC.	13.89	3.53	主要道路等
TOTAL PLANNING SCHEME AREA	392.81	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2005年2月1日 根據城市
規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON
1 FEBRUARY 2005

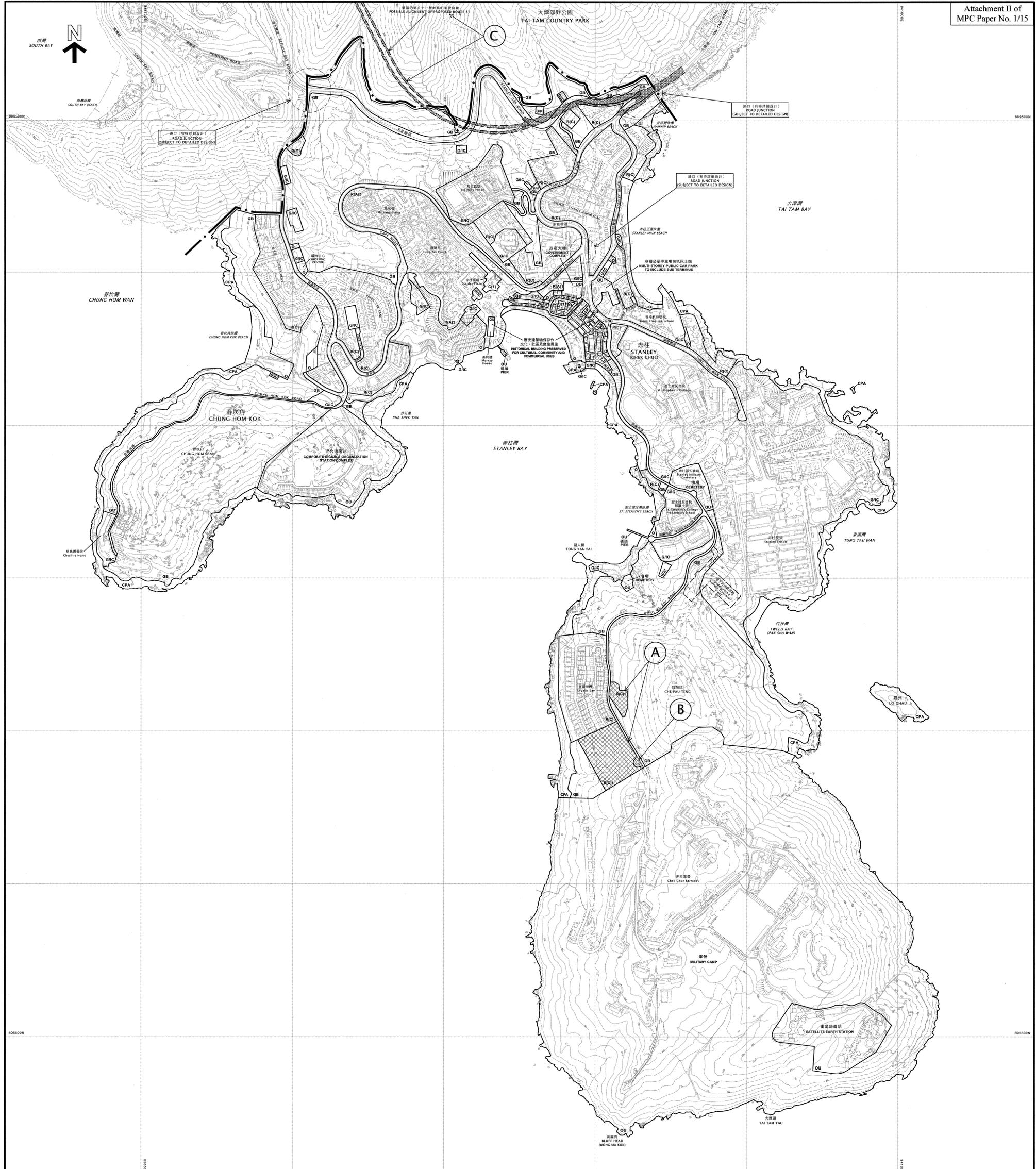
LAM Chik-ting, Tony 林熾廷
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的赤柱 (港島規劃區第19區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 19 - STANLEY - OUTLINE ZONING PLAN

SCALE 1:5 000 比例尺

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/H19/10



圖例 NOTATION

ZONES	地帶	COMMUNICATIONS	交通
COMMERCIAL	C	MAJOR ROAD AND JUNCTION	主要道路及路口
RESIDENTIAL (GROUP A)	R(A)	PEDESTRIAN PRECINCT / STREET	行人專用區或街道
RESIDENTIAL (GROUP C)	R(C)		
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	MISCELLANEOUS	其他
OPEN SPACE	O	BOUNDARY OF PLANNING SCHEME	規劃範圍界線
OTHER SPECIFIED USES	OU	PETROL FILLING STATION	加油站
GREEN BELT	GB		
COASTAL PROTECTION AREA	CPA		

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.82	0.21	商業
RESIDENTIAL (GROUP A)	13.21	3.38	住宅(甲類)
RESIDENTIAL (GROUP C)	37.60	9.57	住宅(丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	57.74	14.70	政府、機構或社區
OPEN SPACE	11.19	2.85	休憩用地
OTHER SPECIFIED USES	139.71	35.57	其他指定用途
GREEN BELT	98.00	24.95	綠化地帶
COASTAL PROTECTION AREA	20.56	5.24	海岸保護區
MAJOR ROAD ETC.	13.96	3.55	主要道路等
TOTAL PLANNING SCHEME AREA	392.81	100.00	規劃範圍總面積

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

核准圖編號 S/H 19/10 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H19/10

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

AMENDMENT ITEM A 修訂項目A項
AMENDMENT ITEM B 修訂項目B項
AMENDMENT ITEM C 修訂項目C項

(參看附表)
(SEE ATTACHED SCHEDULE)

HONG KONG PLANNING AREA NO. 19

APPROVED DRAFT STANLEY OUTLINE ZONING PLAN NO. S/H19/10A

(Being an ~~an~~ *Approved Draft* Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” *includes means* –
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as „the first plan”),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use *or a change of use* approved under the Buildings Ordinance *which relates to an existing building*; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use *or a change of use* approved under the Buildings Ordinance *which relates to an existing building* and permitted under a plan

prevailing at the time when the use *or change of use* was approved ~~*under the Buildings Ordinance.*~~

- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned “Coastal Protection Area”:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In areas zoned “Coastal Protection Area”,
 - (a) the following uses or developments are always permitted:
 - (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and
 - (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

- (b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

- (9) In any area shown as „Road“, all uses or developments except those specified in paragraph (7) above and on-street vehicle park require permission from the Town Planning Board.

- (10) In any area shown as „Pedestrian Precinct/Street“, all uses or developments except those specified below require permission from the Town Planning Board:

Amenity Planting, Footbridge, Open Space, Pedestrian Circulation and Sitting Out Area, Pedestrian Subway, Public Utility Pipeline.

- (11) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

- (12) In these Notes, “existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation, *and* the conditions of the Government lease concerned, ~~and any other Government requirements, as may be applicable.~~

HONG KONG PLANNING AREA NO. 19

APPROVED DRAFT STANLEY OUTLINE ZONING PLAN NO. S/H19/10A

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
COMMERCIAL (1)	2
RESIDENTIAL (GROUP A)	4
RESIDENTIAL (GROUP C)	7
GOVERNMENT, INSTITUTION OR COMMUNITY	9
OPEN SPACE	10
OTHER SPECIFIED USES	11
GREEN BELT	15
COASTAL PROTECTION AREA	16

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Eating Place Government Use (Post Office only) Library Office Public Clinic Public Vehicle Park (excluding container vehicle) School Shop and Services Social Welfare Facility	Government Use (not elsewhere specified) Place of Recreation, Sports or Culture Private Club Recyclable Collection Centre Religious Institution Residential Institution Utility Installation not ancillary to the Specified Use

Planning Intention

This zone is intended primarily for commercial developments, which may include eating place, shop and services, functioning mainly as the local shopping centre serving the immediate neighbourhood of the Chung Hom Kok area.

Remarks

- (1) 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 a maximum building height of 2 storeys, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMMERCIAL (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Eating Place Government Use (not elsewhere specified) Hotel Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project	Government Refuse Collection Point Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include supermarket, shop, services and eating place of reasonable and compatible scale, functioning as the local and district shopping centres serving the local residents and the tourists in the Stanley area.

(Please see next page)

COMMERCIAL (1) (cont'd)Remarks

- (1) On land designated "Commercial (1)" comprising the central bazaar area at Stanley Old Town, 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 a maximum building height of 21 metres above the mean street level abutting the development site, or the height of the existing building, whichever is the greater.
- (2) On land designated "Commercial (1)" comprising the Stanley Plaza at Ma Hang, 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 a maximum building height of 41.3 metres above Principal Datum, or the height of the existing building, whichever is the greater.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions as stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose- designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

For land designated as “R(A)1”, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

For land designated as “R(A)2” and “R(A)3”, the following uses are always permitted on the ground floor of the building:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Market
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for sub-urban medium-density residential developments where commercial uses are always permitted on the lowest three floors or ground floor of a building depending on the restrictions of the sub-area.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)Remarks

- (1) On land designated "Residential (Group A)1", 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 a maximum building height of 10 storeys, or the height of the existing building, whichever is the greater. For the purpose of storey calculation, a cockloft or a similar structure is considered as a storey.
- (2) On land designated "Residential (Group A)2", 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 a maximum building height of 6 storeys, or the height of the existing building, whichever is the greater. For the purpose of storey calculation, a cockloft or a similar structure is considered as a storey.
- (3) On land designated "Residential (Group A)3", 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 a maximum domestic gross floor area (GFA) of 132,492m², and a maximum building height of 12 storeys, or the GFA and height of the existing building, whichever is the greater.
- (4) In determining the maximum GFA for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, *and* caretaker's office, *and or* caretaker's quarters, ~~or~~ *and* recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions stated in paragraphs (1) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office Only) House Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Library Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for low-rise and low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks

- (1) On land designated “Residential (Group C)”, 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 a maximum building height of 3 storeys in addition to 1 storey of carport, or the height of the existing building, whichever is the greater.
- (2) On land designated “Residential (Group C)1”, 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 a maximum building height of 4 storeys in addition to 1 storey of carport, or the height of the existing building, whichever is the greater.
- (3) 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 plot ratio and site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

Height - Number of Storeys Used for Domestic Purposes	Maximum Plot Ratio	Maximum Site Coverage
2 and below	0.60	30
3	0.75	25
4	0.9	22.5

- (4) In determining the maximum plot ratio and site coverage for the purposes of paragraphs ~~(2) and~~ (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1), (2) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Eating Place (Canteen, Cooked Food Centre Only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Pier Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Correctional Institution Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp Hotel House Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution and community facilities to serve the needs of local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Bathing Beach Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area	Barbecue Spot Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air space for active and/or passive recreational uses serving the needs of the local residents as well as the general public.

OTHER SPECIFIED USES

Column 1
Uses always permitted

Column 2
Uses that may be permitted with or
without conditions on application
to the Town Planning Board

For “Composite Signals Organization Station Complex” Only

Radar, Telecommunications Electronic
Microwave Repeater, Television and/or
Radio Transmitter Installation

Government Use
Utility Installation not ancillary to the
Specified Use

Planning Intention

This zone is intended primarily to provide land for composite signals organization station complex and its ancillary facilities.

For “Cemetery” Only

Columbarium
Crematorium
Funeral Facility
Government Use
Grave
Public Convenience

Place of Recreation, Sports or Culture
Public Transport Terminus or Station
Public Utility Installation
Religious Institution
Shop and Services (Retail Shop Only)
Utility Installation for Private Project

Planning Intention

This zone is intended primarily to provide land for cemetery and its ancillary facilities.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For "Multi-storey Public Car Park to Include Bus Terminus" Only

Public Transport Terminus or Station Public Vehicle Park (excluding container vehicle)	Government Use Utility Installation not ancillary to the Specified Use
--	--

Planning Intention

This zone is intended primarily to provide/reserve land for a multi-storey public car park and bus terminus.

Remarks

- (1) 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 a maximum building height of 4 storeys and 15 metres, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For "Historical Building Preserved for Cultural, Community and Commercial Uses" Only

Eating Place	Government Refuse Collection Point
Exhibition or Convention Hall	Government Use (not elsewhere specified)
Field Study/Education/Visitor Centre	Private Club
Government Use (Police Reporting Centre, Post Office Only)	Utility Installation not ancillary to the Specified Use
Place of Entertainment	
Place of Recreation, Sports or Culture	
Public Convenience	
Public Utility Installation	
Shop and Services (excluding Motor-vehicle Showroom)	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily to preserve the historical buildings for cultural, community and commercial uses.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1
Uses always permitted

Column 2
Uses that may be permitted with or
without conditions on application
to the Town Planning Board

For "Pier" Only

Pier
Public Convenience

Government Use
Marine Fuelling Station
Public Utility Installation

Planning Intention

This zone is intended to designate land for a new pier for tourist and pleasure vessels to enhance the tourism potential of Stanley.

Remarks

Kiosks not greater than 10m² each in area and not more than 10 in number for uses as shop and services are considered as ancillary to "Pier" use.

For All Other Sites (Not Listed Above)

As specified on the Plan

Government Use
Utility Installation not ancillary to the
Specified Use

Planning Intention

This zone is primarily intended to provide/reserve land for purposes as specified on the plan.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Field Study/Education/Visitor Centre Flat Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for defining the limits of urban and sub-urban development areas by natural features, to protect the natural landscape and environment, as well as to provide a countryside recreational outlet for the local population and visitors. There is a general presumption against development within this zone.

COASTAL PROTECTION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery) Barbecue Spot Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Wild Animals Protection Area	Field Study/Education/Visitor Centre Government Use House (Redevelopment only) Pier Public Convenience Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built development. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

No redevelopment, including alteration and/or modification of an existing house, shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the house which was in existence on the date of the publication in the Gazette of the notice of the draft Stanley Outline Zoning Plan No. S/H19/4.

HONG KONG PLANNING AREA NO. 19

APPROVED *DRAFT* STANLEY OUTLINE ZONING PLAN NO. S/H19/10A

EXPLANATORY STATEMENT

HONG KONG PLANNING AREA NO. 19

APPROVED DRAFT STANLEY OUTLINE ZONING PLAN NO. S/H19/10A

EXPLANATORY STATEMENT

<u>Contents</u>	<u>Page</u>
1. Introduction	1
2. Authority for the Plan and Procedures	1
3. Object of the Plan	2
4. Notes of the Plan	3
5. The Planning Scheme Area	3
6. Population	4
7. Land Use Zonings	
7.1 Commercial	4
7.2 Residential (Group A)	5
7.3 Residential (Group C)	6
7.4 Government, Institution or Community	6
7.5 Open Space	7
7.6 Other Specified Uses	7
7.7 Green Belt	8
7.8 Coastal Protection Area	8
8. Communications	9
9. Utility Services	10
10. Cultural Heritage	10
11. Implementation	<i>10 11</i>

HONG KONG PLANNING AREA NO. 19

APPROVED DRAFT STANLEY OUTLINE ZONING PLAN NO. S/H19/10A

(Being an ~~Approved Draft~~ Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this Statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the *approved draft* Stanley Outline Zoning Plan (OZP) No. S/H19/10A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 9 May 1984, the then Governor under section 3 of the Town Planning Ordinance (the Ordinance) directed the Board to prepare a draft plan to cover the Stanley area.
- 2.2 On 27 May 1988, the draft Stanley OZP No. S/H19/1, being the first statutory plan covering the Stanley area, was exhibited under section 5 of the Ordinance.
- 2.3 On 9 January 1990, the then Governor in Council referred the draft Stanley OZP No. S/H19/3 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance.
- 2.4 On 28 February 1994, the then Secretary for Planning, Environment and Lands, under section 3(1)(a) of the Ordinance, gave directive for the Board to extend the coverage of the Stanley OZP to cover the extension area of the reclamation areas at Ma Hang and Stanley Bay. The OZP No. S/H19/4 was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 1 June 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Stanley OZP, which was subsequently renumbered as S/H19/5. On 30 November 1999, the CE in C referred the approved Stanley OZP No. S/H19/5 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.

- 2.6 On 30 April 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Stanley OZP, which was subsequently renumbered as S/H19/8. On 9 December 2003, the CE in C referred the approved Stanley OZP No. S/H19/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.7 On 26 March 2004, the draft Stanley OZP No. S/H19/9 incorporating amendments to the Notes of the OZP in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, no objection was received.
- 2.8 On 1 February 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the Stanley OZP, which was subsequently renumbered as S/H19/10 (~~the Plan~~). On 18 February 2005, the approved Stanley OZP No. S/H19/10 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.9 *On 11 March 2014, the CE in C referred the approved Stanley OZP No. S/H19/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 21 March 2014 under section 12(2) of the Ordinance.*
- 2.10 *On xx xxx 2015, the draft Stanley OZP No. S/H19/10A (the Plan), mainly incorporating amendment to rezone two sites at the southern end of Wong Ma Kok Road from “Green Belt” to “Residential (Group C)1”, was exhibited for public inspection under section 5 of the Ordinance.*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks for the Stanley area so that development and redevelopment of land within the Planning Scheme Area can be put under statutory planning control. The specific planning objectives of the Plan are:
- (a) to reinforce the existing attraction of Stanley as a residential, recreational and shopping area;
 - (b) to conserve the natural landscape, the existing character, historical buildings and temples in Stanley;
 - (c) to improve the living environment by providing public housing which had facilitated the squatter clearance in Ma Hang Valley (i.e. the existing Ma Hang Estate);
 - (d) to improve pedestrian and vehicular circulation; and
 - (e) to enhance the recreational potential of beaches and other unique sites.
- 3.2 It should also be emphasized that it is the planning intention of the Board to keep the developments in Stanley in a low-rise form in order to preserve the existing character.

- 3.3 The Plan is to illustrate the broad principles of development within the Planning Scheme Area. As it is a small-scale plan, the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning and development proceed.
- 3.4 Since the Plan is to show broad land use zoning, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Stanley area and not to overload the road network in these areas.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area), with an area of about 393 hectares, is situated at the southern end of Hong Kong Island. It is bounded by ~~the~~ Tai Tam Country Park to the north, and comprises the entire Stanley Peninsula and the Chung Hom Kok area.
- 5.2 Stanley was primarily a fishing and farming village. As years went by, the importance of Stanley as fishing port gradually dwindled. At present, there are three district groups of settlement in Stanley, viz. low-rise high class housing in the northern part of Stanley Peninsula and Chung Hom Kok area; the high-density commercial and residential developments in the Stanley Village; and the public housing in Ma Hang. The Stanley Barracks, Stanley Prison and the telecommunications satellite station are the major landmarks of the Area.
- 5.3 Stanley has now become one of the attractive summer resorts and a popular tourist spot. It is also famous for the types of shopping that it provides. The shopping facilities in Stanley not only serve the residents in the Area but also add to the attraction of Stanley for residents of other parts of the Territory as well as tourists from overseas.

- 5.4 With the bathing beaches such as Chung Hom Kok Beach, Stanley Main Beach and St. Stephen's Beach, the predominant low-rise, low-density residential settlement and the shopping area, Stanley has developed into a unique community with a distinctive character.
- 5.5 Stanley is also rich in historical culture. Apart from many historical buildings/sites ~~and temples~~ which are worthy of preservation, there are two Special Sites of Archaeological Interest at Chung Hom Wan and Stanley Bay containing artefact of Middle-Late Neolithic Ages and Tang Dynasty.

6. POPULATION

According to the ~~2001~~ **2011** Population Census, the population of the Area was about ~~17,000~~ **15,700** persons. It is estimated that the planned population of the Area would be about ~~18,100~~ **17,600**.

7. LAND USE ZONINGS

7.1 Commercial ("C") : Total Area 0.82 ha

- 7.1.1 This zone is intended primarily for commercial developments, which may include supermarket, shop and services, and eating place of reasonable and compatible scale, functioning mainly as local or district shopping centres serving the immediate neighbourhood or the tourists in the Stanley area. There are one "C" site in Chung Hom Kok and two "C(1)" sites in Stanley.
- 7.1.2 The "C" site at Chung Hom Kok has been developed as a local shopping centre **including with shop and services uses including** clinic, supermarket, laundry, estate agency and other local shops. In order to control the building volume of the commercial development and protect the amenity of the surrounding residential areas, development under this zoning are restricted to a maximum building height of two storeys, or the height of the existing building, whichever is the greater. However, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 7.1.3 Two sites are designated "C(1)". One is at the central bazaar area at Stanley Old Town. Redevelopment in this area has been constrained by the lack of satisfactory access for fire engines. The land use for the central bazaar area is drawn up in order to facilitate an orderly and regularized redevelopment. In order to preserve the low-rise and low-density character of Stanley in general and the character of the central bazaar area in particular, and to avoid overloading the limited and narrow local road network, a maximum building height restriction of not more than 21 metres above the mean street level abutting the development site is adopted. However, to avoid planning blight, existing development would be allowed to be redeveloped to its existing building bulk upon redevelopment. Commercial uses such as

shop and services, and eating place are permitted as of right in the area. The central bazaar area would also be pedestrianised. Additionally, a loop road around the central bazaar area is proposed to alleviate the traffic problem of the Old Town area.

7.1.4 Another “C(1)” site is at the Stanley Plaza which is a 7-storey shopping centre with over 100 visitor car parking spaces and coach parking facilities. It provides a wide range of shops for both local residents and tourists. A maximum building height restriction of 41.3 metres above Principal Datum has been stipulated in the Notes.

7.1.5 In order to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restrictions as stated in paragraphs 7.1.3 and 7.1.4 above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.2 Residential (Group A) (“R(A)”) : Total Area 13.21 ha

7.2.1 This zoning is intended primarily for sub-urban medium-density residential development with limited and controlled commercial uses.

7.2.2 This zone covers the Stanley Old Town area and the Ma Hang Estate. For access, infrastructural and amenity reasons as well as the need to preserve the character of the area, this zoning is subdivided into three sub-areas, namely “R(A)1”, “R(A)2” and “R(A)3”, each with a maximum building height restriction of 10 storeys, 6 storeys and 12 storeys respectively specified in the Notes. In addition, a maximum domestic GFA of 132,492m² is stipulated in the “R(A)3” zone of the Notes.

7.2.3 The “R(A)1” sub-area covers the area north of Stanley Main Street and Stanley Market Road. The existing maximum building height control of 10 storeys is retained to preserve the character of this area and to avoid overloading the limited and narrow local road network. To avoid increasing development intensity by including cocklofts in a development, cockloft is considered as a storey for the purpose of storey calculation. Commercial uses such as shop and services, and eating place are permitted as of right in the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Commercial uses above the lowest three floors require permission from the Board. It is also the intention of the Board to pedestrianise the section of Stanley Main Street to the west of Stanley Market Road upon completion of the loop road proposal at the central bazaar area.

7.2.4 The “R(A)2” sub-area covers mainly the existing Stanley Village. It has been developed with residential developments incorporating some commercial and shopping facilities in the lower floors mainly along Stanley Main Street. In view of the limited road access and the need to preserve the character and amenity of the area, a building height control of a maximum of 6 storeys has been adopted in this area.

Cockloft is also considered as a storey for the purpose of storey calculation. As some sites in the area may not be reached by fire appliances, commercial uses would be permitted as of right on ground floor only. Commercial uses on other floor(s) require permission from the Board. It is essential that all developments/redevelopment particularly for commercial uses should address the fire safety concern and observe the fire services requirements on access for fire appliances and fire prevention installations as required by the Director of Fire Services. To enhance the amenity and character of the area, all internal streets are also proposed to be pedestrianised.

7.2.5 The “R(A)3” sub-area covers mainly the existing Ma Hang Estate completed in late 2000. The Ma Hang Estate consists of 11 residential blocks of not more than 12 storeys high providing about 2,300 flats. It comprises both rental flats and Home Ownership Scheme flats. The estate site was previously zoned “Comprehensive Development Area” and has been developed in accordance with the approved Master Layout Plan. Specific development restrictions on building height and development intensity have been specified in the Notes for this zone.

7.2.6 To allow greater flexibility, application for minor relaxation of the stated domestic GFA and building height restrictions in paragraph 7.2.2 may be made to the Board under section 16 of the Ordinance. Consideration of such application for minor relaxation would be on individual merits, taking into account the site constraints, design justifications and planning merits that would enhance the amenity of the locality.

7.3 Residential (Group C) (“R(C)”) : Total Area ~~34.63~~ 37.60 ha

7.3.1 This zone is intended primarily for low-rise and low-density residential development and permission from the Board is required for any commercial development. This zone covers the low-rise residential developments in the northern part of Stanley Peninsula and Chung Hom Kok area as well as the residential developments along Tung Tau Wan Road and Wong Ma Kok Road.

7.3.2 ~~*This zone is subject to a development restriction of maximum 3 storeys in addition to 1 storey of carport with a corresponding control on plot ratio and site coverage. Developments under this zoning are subject to building height control as well as site coverage and plot ratio restrictions.*~~ The restrictions are required to maintain the character and setting of Stanley.

7.3.3 Minor relaxation of the stated restrictions may be considered by the Board on application under section 16 of the Ordinance. The purpose of this provision is to allow the Board to consider proposals for building layout and design which, whilst not strictly complying with the stated restrictions, meet the planning objectives. Thus, it is hoped to encourage designs which are adapted to the characteristics of particular sites, and in particular, imaginative designs which overcome

the need for stiling or allow for the conservation of environmentally important natural features or mature vegetation. Each proposal will be considered strictly on its own merits.

7.4 Government, Institution or Community (“G/IC”) : Total Area 57.74 ha

7.4.1 This zone is intended primarily for the provision of Government, Institution or Community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for use directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

7.4.2 Existing major GIC establishments include Stanley Prison, Ma Hang Prison, St. Stephen’s College, Hong Kong Sea School and Cheshire Home.

7.4.3 The zoning also includes a site for the development of a proposed bus terminus cum car park at Chung Hom Kok Road opposite to the Composite Signals Organisation Station Complex. In addition, some “G/IC” sites are reserved for public utilities projects and car parking purposes.

7.4.4 Several valuable historical buildings and temples in Stanley, such as the Tin Hau, Kwun Yum, Tai Wong Temple, Pak Tai Temple and the Maryknoll Patter’s Central Home are also within this zoning.

7.5 Open Space (“O”) : Total Area 11.19 ha

7.5.1 This zone is intended primarily for the provision of outdoor open-air space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

7.5.2 The existing open spaces which are of regional significance include the Chung Hom Kok Beach, Stanley Main Beach and St. Stephen’s Beach. Apart from the beaches, there are also a number of local open spaces scattered at convenient locations throughout the Area to serve the local residents.

7.5.3 A strip of sea bed at Stanley Old Town fronting Stanley Bay was reclaimed for a unique open space development with waterfront promenade and a mini-soccer pitch and allows for emergency/service vehicular access. ***There is a ~~A-new~~ headland park with a sea-front promenade is proposed between Stanley Bay and the lower part of Cape Road, and this may include a sea-front promenade.***

7.6 Other Specified Uses (“OU”) : Total Area 139.71 ha

7.6.1 The zone is intended primarily to provide/reserve sites for specified purposes and uses.

- 7.6.2 This zone includes two cemeteries at Stanley Peninsula, the Composite Signals Organisation Station Complex at Chung Hom Kok, the Satellite Earth Station, the Stanley Barracks and the pier at St. Stephen's Beach which is the take off point of the kaito service to Po Toi. A new pierhead for tourist and pleasure vessels in Ma Hang is also proposed. The existing petrol filling station at Stanley Village Road is included in this zone.
- 7.6.3 Within the zoning, two sites at the gateway to the Stanley Old Town area have been earmarked for the development of a Government Complex and a multi-storey public car park. The multi-storey public car park is restricted to a maximum building height of 4 storeys (including bus terminus) and 15 metres. To further preserve the character of Stanley and enhance the urban design of the area, the Board has prepared a set of design guidelines (including building height, design features, colour scheme and landscape details) to guide the design of the Government Complex and multi-storey public car park. However, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.
- 7.6.4 This zoning also covers two historical buildings, namely the Murray House and the ex-Stanley Police Station. It is intended to preserve the historical buildings for Cultural, Community and Commercial Uses. The Antiquities and Monuments Office of the Leisure and Cultural Services Department should be consulted on the use of and alteration to the historical buildings as well as the immediate environs.
- 7.7 Green Belt ("GB") : Total Area ~~101.04~~ **98.00** ha
- 7.7.1 This zone is intended primarily for defining the limits of urban and sub-urban development areas by natural features, to protect the natural landscape and environment, as well as to provide a countryside recreational outlet for the local population and visitors. There is a general presumption against development within this zone. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.
- 7.7.2 This zone comprises about 25% of land in the Area and consists of mainly the steep slopes to the south-west of Stanley Prison, along and to the south of Stanley Gap Road and at the Chung Hom Kok headland are the major "GB" areas. They are of difficult topography not suitable for intensive urban development. However, there is scope for the provision of some passive recreational facilities.
- 7.8 Coastal Protection Area ("CPA") : Total Area 20.58 ha
- 7.8.1 This zone is intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment, including

attractive geological features, physical landform or area of high landscape, scenic or ecological value, with a minimum of built development. It may also cover areas which serve as natural protection areas sheltering nearby developments against the effects of coastal erosion.

- 7.8.2 There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.
- 7.8.3 Falling within this zone are coastal areas mainly below the 20m contour. These areas contain many coastal features including cliffs, rocks and some sandy beaches. These areas of high scenic quality have not been spoilt by urban development and should be preserved from the outset.
- 7.8.4 The coastline at Wong Ma Kok would be further considered for designation as “Coastal Protection Area” when the future use of the Chek Chue Barracks is decided.

8. COMMUNICATIONS

8.1 Roads

8.1.1 The Area is linked with other districts by Stanley Gap Road which extends to Tai Tam Road to the east and Repulse Bay Road to the west. Stanley Village Road and Chung Hom Kok Road serve the developments in the Stanley Peninsula and the Chung Hom Kok area. These are supported by a network of local distributors and subsidiary roads for local access purposes.

~~8.1.2 *Proposed Route 81, which would run from Aberdeen to Chai Wan passing through the northern part of the Area, would provide the Area with better linkage to other districts of the Island. It is a long-term road proposal with no programme for its implementation. The possible alignment is indicated on the Plan. The final alignment will be determined on the basis of further assessments.*~~

8.1.32 Traffic circulation in Stanley becomes congested particularly during the weekends in the summer season when an influx of shoppers, beach goers and residents visit the area around the market, bus terminus and the Main Beach. The pedestrian and vehicular circulation from Stanley to Chung Hom Kok through the Ma Hang Valley has been improved upon the completion of Carmel Road. A loop road at the central bazaar area to improve traffic circulation is also included. The plan also proposes pedestrianisation of the Stanley Old Town area (see paragraphs 7.1.3, 7.2.3 & 7.2.4 above). Vehicular access within these pedestrianised areas will mainly be restricted to emergency and service vehicles.

8.2 Public Transport

The Area is well served by existing bus routes. Apart from the franchised bus services, the Area is also served by maxicabs and taxis. The Stanley Peninsula is also served by a kaito service en route from Aberdeen to Po Toi Island.

8.3 Parking Provision

There are public car parking spaces at various locations in Stanley, including Stanley Plaza, Carmel Road, St. Stephen's Beach, Stanley Mound Road, Stanley Link Road and Stanley Beach Road. In addition, an underground multi-storey car park proposal is in the pipeline.

~~*At present, there are about 260 public car parking spaces in Stanley, including the 116 spaces at Stanley Plaza. In addition to the multi-storey car park proposal at the existing Stanley bus terminus, additional parking spaces for private cars and coaches are provided at the St. Stephen's Beach, Stanley Village Road and Stanley Beach Road to alleviate the acute parking problem of Stanley.*~~

9. UTILITY SERVICES

- 9.1 The Area has an adequate supply of electricity, gas and telephone service. No problem is envisaged to meet the future needs of the Area.
- 9.2 The Area is well served with piped fresh water supply. As there is currently no salt water supply to the Area, temporary mains fresh water for flushing is being used.
- 9.3 There are an underground sewage treatment plant under the hill next to Tweed Bay/Stanley Prison and a pumping station south of Stanley Main Street to effect the Hong Kong Island South Sewerage Master Plan.

10. CULTURAL HERITAGE

~~*There are two archaeological sites at Chung Hom Wan and Stanley Bay. The Old Stanley Police Station is a declared monument. Murray House, St. Stephen's College and its Preparatory School, Stanley Fort with the associated structures, and Stanley Public Dispensary are graded historical buildings.*~~

10.1 *The following sites of archaeological interests, declared monuments, and graded historic buildings/structures are in the Area:*

- (a) *Stanley Bay Site of Archaeological Interest*
- (b) *Chung Hom Wan Site of Archaeological Interest*
- (c) *School House of St. Stephen's College (Declared Monument)*
- (d) *Old Stanley Police Station (Declared Monument)*
- (e) *Stanley Mosque, No. 53 Tung Tau Wan Road (Grade 1)*
- (f) *Chung Hom Kok Battery, Chung Hom Kok (Grade 2)*
- (g) *Stanley Post Office, No. 2 Wong Ma Kok Road (Grade 2)*
- (h) *No. 1 -7 (Grade 2) and No. 8 (Grade 3) Pat Kan, Stanley*

- (i) *Martin Hostel (Grade 2), Old Laboratory (Grade 2), Bungalow No. 1-5 (Grade 2), St. Stephen's Chapel (Grade 3), Main Building (Grade 3) and Ng Wah Hall (Grade 3) in St. Stephen's College, No. 22 Tung Tau Wan Road*
- (j) *Block A, St. Stephen's College Preparatory School, No. 30 Wong Ma Kok Road (Grade 3)*
- (k) *Dormitory (Blocks A and B), Dining Hall (Block C), Reception Block (Block D), Segregation Unit (Block E) and Clinic (Block F) in Ma Hang Prison, No. 40 Stanley Village Road, Ma Hang (Grade 3)*
- (l) *Stanley Military Cemetery, Wong Ma Kok Road (Grade 3)*
- (m) *Stanley Public Dispensary, No. 14 Wong Ma Kok Road (Grade 3)*

10.2 *On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been also given proposed gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.*

10.3 Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, *redevelopment* or rezoning proposals *that* might affect the *above* sites of *archaeological interests*, *undeclared* monuments, *graded historic buildings/structures*, *new items pending grading assessment and their immediate environs*.

11. IMPLEMENTATION

11.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

11.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Southern District Council would also be consulted as appropriate.

- 11.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans and the guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
FEBRUARY 2005 2015

Provision of Open Space and Major Community Facilities in Stanley

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/Shortfall (against planning provision)
			Existing Provision	Planning Provision	
District Open Space	10 ha per 100,000 persons	1.70 ha	1.29 ha	1.35 ha	-0.35 ha
Local Open Space	10 ha per 100,000 persons	1.70 ha	5.45 ha	5.45 ha	3.75 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	12 classroom	60 classroom	60 classroom	48 classroom
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	21 classroom	48 classroom	48 classroom	27 classroom
Kindergarten / Nursery	26 classrooms for 1,000 children aged 3 to under 6	7 classroom	13 classroom	13 classroom	6 classroom
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Clinic/Health Centre	1 per 100,000 persons	0	1	1	1
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	0	1	1	1
Integrated Family Services Centre	1 per 100,000 to 150,000 persons	0	0	0	0
Library	1 district library for every 200,000 persons	0	1	1	1
Sports Centre	1 per 50,000 to 65,000 persons	0	1	1	1
Sports Ground/Sports Complex	1 per 200,000 to 250,000 persons	0	0	0	0
Swimming Pool Complex - standard	1 complex per 287,000 persons	0	0	0	0

**VISUAL APPRAISAL ON
PROPOSED RESIDENTIAL SITES
ON WONG MA KOK ROAD
UNDER APPROVED STANLEY OUTLINE
ZONING PLAN NO. S/H19/10**



**PLANNING DEPARTMENT
FEBRUARY 2015**

1. Purpose

- 1.1 To meet the pressing need for housing, two sites currently zoned “Green Belt” (“GB”) on the approved Stanley Outline Zoning Plan (OZP) No. S/H19/10 have been identified as having potential for housing development (the Sites) (**Plan 2**).
- 1.2 Rezoning “GB” sites to facilitate residential development may have visual implication on the surrounding areas. The extent of visual impact depends on the layout, scale, form and massing etc. of the proposed developments and their spatial relationship with the overall townscape or surrounding landscape. The purpose of this visual appraisal is to illustrate the relationship of the proposed development and its surrounding context and to assess the potential visual impact especially where visual amenities, visual resources and/or public viewers are affected.

2. Methodology

The visual impact of the Sites is assessed by following the methodology set out in the TPB Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41), which is summarized as follow:

- (a) Review of the overall visual character within the wider existing and planned contexts of the areas in Stanley Peninsula where the Sites are located.
- (b) Appraise the effects of visual changes on the assessment area and sensitive public viewers. The appraisal will consider four aspects, (1) visual composition; (2) visual obstruction; (3) effect on public viewers; and (4) effect on visual resources.
- (c) Illustration of the overall visual impact of the Sites in the respective areas by using computer-generated photomontages to demonstrate the three-dimensional relationship of the development in the Sites with the surrounding context.

3. The Proposal

- 3.1 The proposal is to rezone two sites (about 0.44 ha for Site 1 and 2.55 ha for Site 2 as shown in **Plan 2**) at the southern end of Wong Ma Kok Road in the southern part of Stanley Peninsula from “GB” to “Residential (Group C)1” (“R(C)1”) (Amendment Item A) to facilitate private housing development. The two Sites are generally situated on vegetated slopes (**Plans 2 and 4**).
- 3.2 The development parameters of the proposed residential development at the Sites are set out below:

	Site 1	Site 2
Site Area (about) (ha) for Rezoning	0.44	2.55

	Site 1	Site 2
Net Site Area (about) (ha)	0.42	2.53
Government Land	100%	
Maximum Gross Floor Area	3,800 m ² (PR of 0.9)	18,200 m ² (PR of 0.72 with 0.8 Large Site Reduction Factor adopted)
Maximum Building Height	4 storeys over 1 storey of carports	
No. of Flats (about) (assumed flat size of 100m ²)	38	182

4. **The Assessment**

Baseline

4.1 The Sites are located at the southern part of Stanley Peninsula mainly surrounded by vegetated slopes zoned “GB” and “Coastal Protection Area”, except the existing low-rise residential development of 3-4 storeys high (the Regalia Bay) to the immediate west of Site 1 and north of Site 2 zoned “R(C)” on the OZP. To the immediate south of Site 1 and southeast of Site 2 is the Chek Chue Barracks zoned “Other Specified Uses” annotated “Military Camp” (“OU(Military Camp)”) on the OZP. Within the Military Camp, there are low-rise campuses of 1-3 storeys high, recreation ground, parade ground and residential quarters up to 13 storeys high. To the further west of Site 2 is Stanley Bay and to the further north of the two sites is St. Stephen’s Beach. The Stanley Prison, St. Stephen’s College, Stanley Military Cemetery and some water sports centres are located to the further north and northeast of the sites. There are no other planned major developments within the Stanley Peninsula area.

Visual Envelope

4.2 The extent of the assessment area is determined by the size of development, the site context and the distance and location of the sensitive viewers. Site 1 is rather small (about 0.44 ha) and located at the bottom of Che Pau Teng and Site 2 is about 2.55 ha located to the west of Che Pau Teng and to the immediate south of the existing residential developments, i.e. Regalia Bay. The views of both Sites are mainly defined by the natural terrain from the northeast, east and south, particularly Che Pau Teng to the east. The visibility of the Sites is limited to the waterfront area of Stanley and Chung Hom Kok from the far north and northwest or people travelling by boat at Stanley Bay which are quite far away.

Viewing Points

- 4.3 Within the visible areas of the Sites, the Blake Pier at the waterfront area of Stanley and an observation deck at Chung Hom Kok from the far north and northwest (**Plans 7 and 8**) are selected as representating viewing points in the visual appraisal. They are popular local attractions and accessible to the public.

Important Visual Elements

- 4.4 The Sites are secluded with green backdrop on three sides, especially Che Pau Teng to the west, and fronting the Stanley Bay to the east (**Plan 3**). The only residential settlement in the vicinity is a cluster of low-rise low-density residential development to the west of Site 1 and to the north of Site 2, the Regalia Bay, which is of 3-4 storeys high. The visibility is limited to the waterfront as mentioned in paragraph 3.5 above.

Appraisal of Visual Changes

Visual Composition

- 4.5 The existing views of the Sites are characterized by green backdrop on three sides with a cluster of buildings to the west of Site 1 and north of Site 2. The scale of the proposed developments with building height restricted to 4 storeys in addition to one storey of carport and a PR of 0.9 is compatible with the developments in the vicinity which are of 3-4 storeys high. The proposed low-rise low-density development at the Sites is visually compatible with the surrounding and will not upset the visual balance of the area. Since the scale, height and massing of the proposal is juxtaposed with the adjoining Regalia Bay, the proposed development appears to be in harmony with the existing visual composition of the area.
- 4.6 Given the low-rise and low-density residential development at the Sites and the imposition of corresponding control on building height, PR and SC as mentioned in paragraph 3.2 above, the character and setting of this part of Stanley will be maintained.

Visual Obstruction

- 4.7 The proposed residential development will extend the existing development at Regalia Bay to the north and south. Visual blockage to part of the green backdrop is inevitable and the visual amenities will be reduced. However, as the scale of the proposed development is relatively small, the green character and the ridgeline can still be maintained. The loss of visual openness of views from the selected viewing points is negligible.

Effect on Public Viewers/Visual resources

- 4.8 The first viewing point is at the Blake Pier at Stanley, which is located at further north of the sites (**Plan 7**) easily accessible and frequently visited by the locals and tourists. The sensitivity of the viewers from vantage point 1 as “medium”. The views from this vantage point is rather far away and insignificant. While Site 1 results in a partial blockage of views to the green backdrop, the green

character and the ridgeline can still be maintained. Site 2 is largely blocked by the Regalia Bay in the foreground.

- 4.9 The second viewing point located at Chung Hom Kok is further northwest across the Stanley Bay from the sites (**Plan 8**). The sensitivity of the viewers from this viewing point as “medium”. The main field of views from this viewing point are the expansive long-distance sea views and that views towards the site would likely be subsidiary and fleeting. From this viewing point, there is an extension of the development cluster at the expense of the green backdrop. However the visual change is insignificant, due to the long distance away from this viewing point.
- 4.10 Given the long and expansive view beyond Stanley Bay, the visual openness from the two viewing points would not be adversely affected. The overall effect on public views at the viewing points should be negligible. The views before and after the proposed development implemented are largely similar.

5. Conclusion

To conclude, located at the southern part of Stanley Peninsula being shielded by natural terrain to the east and south and as a continuous development to the existing Regalia Bay, the proposed development will in overall term be considered compatible with its surroundings and have negligible visual impact.

Attachments

Plan 2	Site Plan of Proposed Amendment Items A and B
Plan 4	Aerial Photo of Proposed Amendment Items A and B
Plans 5 and 6	Site Photos of Proposed Amendment Items A and B
Plans 7 and 8	Photomontages of the Proposed Developments

**PLANNING DEPARTMENT
FEBRUARY 2015**

Planning Department

Agreement No. PLNQ 56/2012**Category A1 - Term Consultancy for
Expert Evaluation and Advisory Services on
Air Ventilation Assessment****An Instructed Project at Stanley****Expert Evaluation – Final Report**

November 2014

	Name	Signature
Prepared & Checked:	Karl An / Simon Wong	
Reviewed & Approved:	Anna Chung	

Version: Final

Date: 25th November 2014**Disclaimer**

This Expert Evaluation – Final Report is prepared for Planning Department and is given for its sole benefit in relation to and pursuant to Stanley Development and may not be disclosed to, quoted to or relied upon by any person other than Planning Department / identified recipient as requested under the Agreement with Planning Department without our prior written consent. No person (other than Planning Department) into whose possession a copy of this Expert Evaluation – Final Report comes may rely on this Expert Evaluation – Final Report without our express written consent and Planning Department may not rely on it for any purpose other than as described above.

AECOM Asia Co. Ltd.

11/F, Grand Central Plaza, Tower 2, 138 Shatin Rural Committee Road, Shatin, NT, Hong Kong
Tel: (852) 3105 8686 Fax: (852) 2317 7609 www.aecom.com

Table of Contents

	Page
1 INTRODUCTION.....	1
2 WIND ENVIRONMENT	4
3 TOPOGRAPHICAL FEATURES AND WIND FLOW	10
4 EXISTING LAND USE AND BUILDING MORPHOLOGY WITHIN STUDY AREA.....	13
5 EXPERT EVALUATION ON THE PROJECT AREAS	19
6 SUMMARY AND CONCLUSION	21

List of Figures

Figure 1.1	Extent of Stanley Peninsula Area
Figure 2.1	Locations of HKO Weather Stations in Hong Kong
Figure 2.2	Wind Rose of WGL Weather Station (2008 – 2012)
Figure 2.3	Summer Wind Roses of WGL (2008 – 2012)
Figure 2.4	Wind Rose of Bluff Head Weather Station (2008 – 2012)
Figure 2.5	Summer Wind Roses of Bluff Head Weather Station (2008 – 2012)
Figure 2.6	Annual Wind Roses at 596m obtained from MM5 model
Figure 2.7	Summary of Prevailing Winds towards the Project Areas
Figure 3.1	Digital Elevation Map of the Project Areas
Figure 3.2	Illustration of Wind Flow Over Hills under Moderate Wind
Figure 4.1	Land Uses in Stanley Peninsula Area
Figure 4.2	Height of the Existing Buildings in the vicinity of the Project Areas
Figure 4.3	Photos of Existing and Committed Developments in Stanley Peninsula Area
Figure 4.4	Existing and Committed Developments in Stanley Peninsula Area

List of Tables

Table 4.1	Proposed parameters of developments in the Project Areas
-----------	--

List of Appendix

Appendix A	Wind over a small hill
------------	------------------------

1 INTRODUCTION

Background

- 1.1 The Hong Kong Special Administrative Region (HKSAR) Government Planning Department (PlanD) has identified two sites at Stanley with rezoning potential for low-rise, low-density residential development and considered that it is necessary to conduct an expert evaluation to assess qualitatively the potential air ventilation impacts of the proposed development proposal which includes the imposition of appropriate development restrictions to guide future development or redevelopment of the area.
- 1.2 In January 2014, AECOM Asia Company Ltd. (the Consultant) was commissioned by the Hong Kong Planning Department (PlanD) to undertake an Expert Evaluation Study for the two Project Areas on Stanley Peninsula as shown in **Figure 1.1** below to examine the air ventilation performance of the potential development within the Study Area.

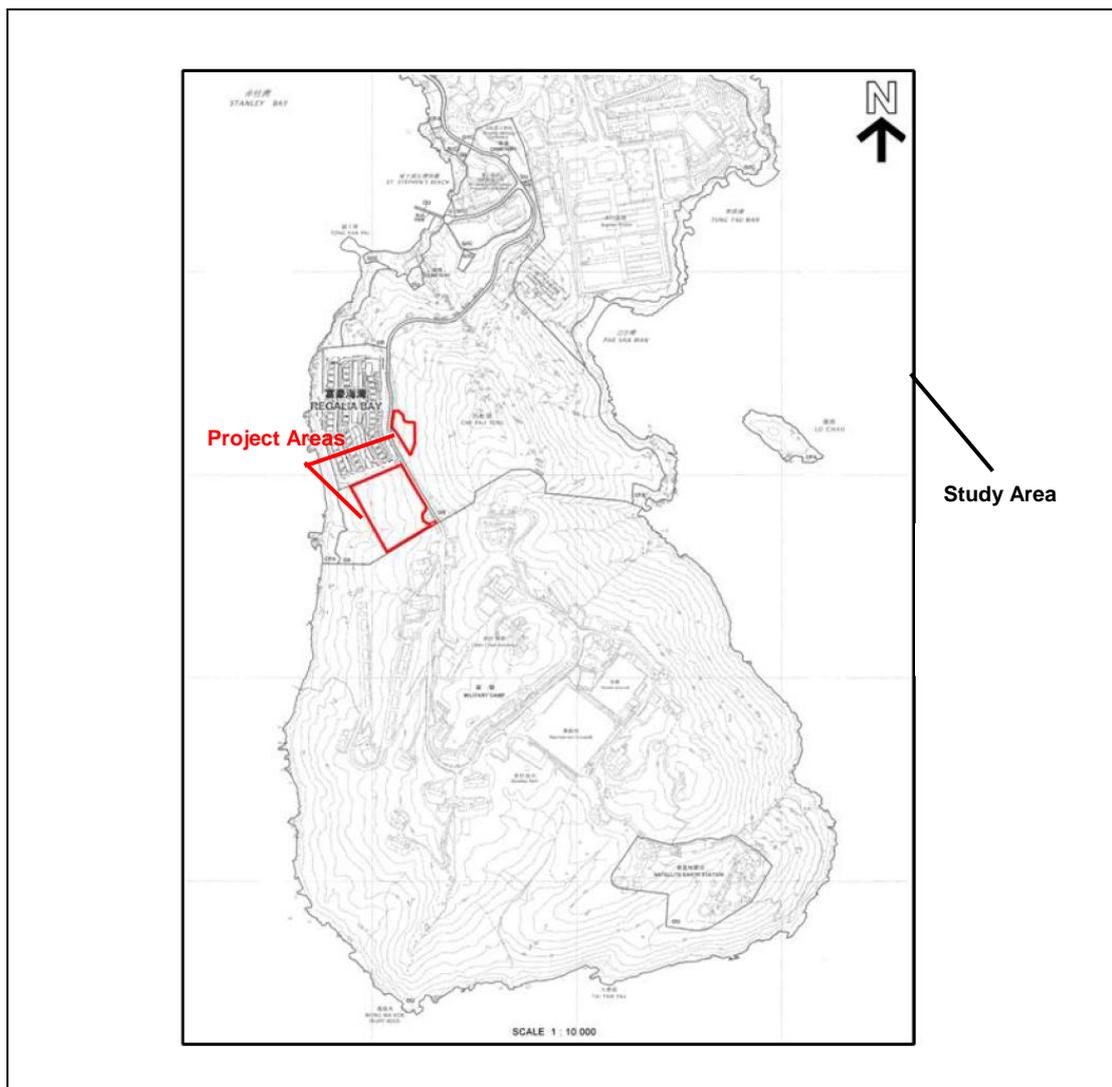


Figure 1.1 Extent of Stanley Peninsula Area

1.3 This expert evaluation report is based on the following materials given by the PlanD to the Consultant:

- Location Map of the Study Area and Project Areas
- Aerial Photo of the Study Area
- Existing Spot Heights of Stanley Peninsula
- Existing Building Height Profiles for Stanley Peninsula
- Data on Building Polygons and Digital Elevation Model for Stanley Peninsula

1.4 In the preparation stage of the expert evaluation report, the Consultant has studied the given materials listed in paragraph 1.3 and carried out site visit and inspection.

Objectives of the Expert Evaluation Study

1.5 The objective of this study is to assess the air ventilation impacts of the proposed rezoning proposal for incorporation into the Stanley Outline Zoning Plan. The Expert Evaluation Study has made reference to PlanD's study: "Feasibility Study for Establishment of Air Ventilation Assessment System" which recommended that it is important to allow adequate air ventilation through the built environment for pedestrian comfort.

1.6 The key purposes of the Expert Evaluation are to identify the good wind performance areas, locate obvious problematic areas and propose appropriate mitigation measures if necessary. Based on the findings of the Expert Evaluation, it is required to determine whether further initial study or detailed study is required.

1.7 This Expert Evaluation Report will present the following findings:

- Analyse relevant wind data to understand the wind environment of the Project Areas and its surroundings;
- Identify and analyse major topographical features of the Project Areas and its immediate vicinity. In addition, greeneries/landscape characteristics of the Project Areas as well as its surroundings will be identified;
- Identify and analyse the land use of the Project Areas as well as its immediate surrounding areas including existing developments and planned developments. It is observed that there are currently no planned developments within the Study Area.
- Based on the analyses of the baseline conditions, identify good features that shall be retained/strengthened while spotting problematic wind regions that may warrant attention; and
- Recommend appropriate technical methodologies if further initial study/detailed study for Project Areas is required.

1.8 This Expert Evaluation Report will be written and arranged as follows:

- The "Wind Environment" section will analyse relevant wind data to ascertain the wind environment of the Project Areas and neighbouring region.
- After the prevailing wind directions are identified, the topographical features of the Project Areas and its immediate vicinity will be analysed in the section "Topographical Features and Wind Flow" where the **impact of the topographies within the Study Area on the wind environment within Project Areas** will be discussed.

- Following the section of “Topographical Features and Wind Flow” will be a section of “Existing land use and Building Morphology within Study Area”. Land use of the Project Areas as well as its immediate surrounding areas including existing developments will be discussed in this section. Investigation of the impact on **the wind environment within Project Areas due to the existing developments in the vicinity** will be carried out. Existing good features and problematic areas will also be identified.
- Following discussion of the impact of the existing developments on wind performance of the Project Areas, the investigation of the potential impact in terms of wind environment on **the existing buildings due to the proposed developments within the Project Areas** will be documented in the section “Expert Evaluation on the Project Area”. Existing good features that should be retained will be identified while problematic regions that may warrant attention will be spotted.
- A conclusion and summary section on the major findings of this study and a recommendation on whether further AVA study on the Project Areas is required will be presented in the end.

2 WIND ENVIRONMENT

2.1 Natural wind availability is crucial to the investigation of wind ventilation performance. In this section, relevant measured wind data obtained from the Hong Kong Observatory (HKO) weather stations and computed wind data from the MM5 model at the Study Area will be analysed and compared in order to identify the prevailing wind directions.

Wind Direction Analysis based on HKO Weather Stations' Data

2.2 There are a total of 46 weather stations (See **Figure 2.1**) operated by Hong Kong Observatory (HKO) which provide reliable data on the wind environment in Hong Kong. The wind information and weather data from these stations provide valuable insights to aid a general understanding of the surface wind environment especially near pedestrian level.

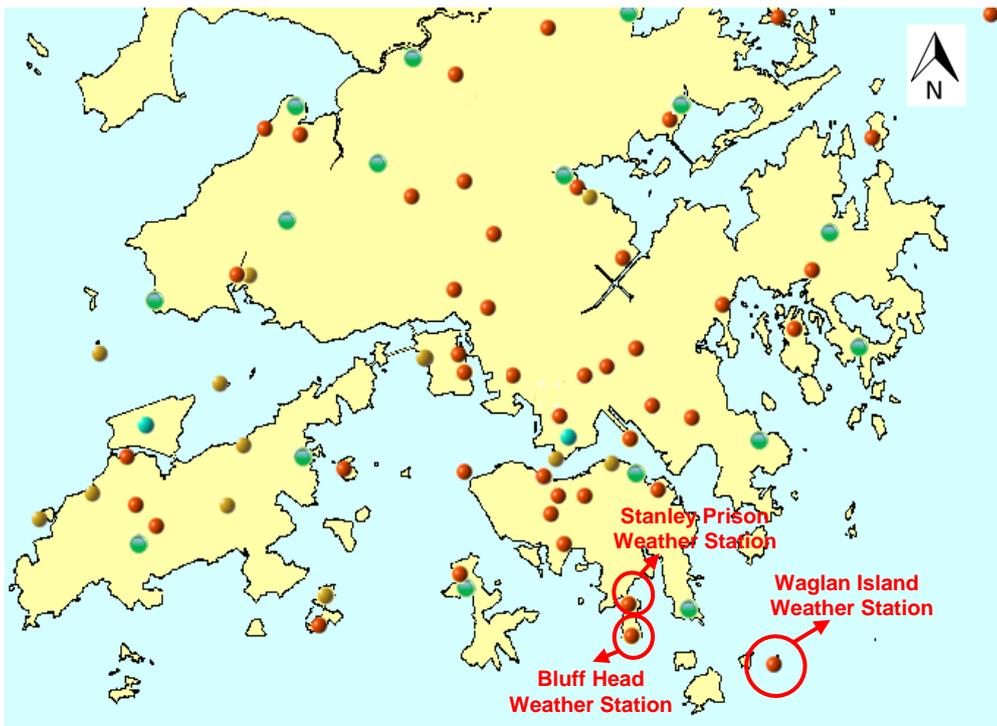


Figure 2.1 Locations of HKO Weather Stations in Hong Kong

2.3 The automatic wind station at Waglan Island (WGL) has a very long measurement record (in operation since 1989 and its measured wind data is relatively unaffected by Hong Kong's complex topography. Therefore, the wind data from this station are generally adopted to estimate the site wind availability in wind related studies prior to taking into account the local topographical features for the assessment of most development sites.

2.4 Apart from Waglan Island Weather Station, the Bluff Head (Stanley) Weather Station which is located at the south of the Project Areas is the closest station to the Project Areas. There is also a station at Stanley Prison which is located at the north-east of the Project Area, but this station provides temperature data only. As a result, the Bluff Head (Stanley) Weather Station is used in assessing the site wind availability, in addition to the Waglan Island Weather Station.

Wind Direction Analysis based on Waglan Island Weather Station Data

- 2.5 By referring to the annual wind rose at WGL station from the years 2008 to 2012 shown in **Figure 2.2** below, it is observed that winds from the north eastern quadrant have a relatively high probability of occurrence compared to other wind directions.
- 2.6 All the wind directions in the north eastern quadrant (i.e. N, NNE, NE, ENE and E) have percentage occurrence of over 8% as shown in **Figure 2.2**. Among the wind directions from the north eastern quadrant, the easterly and east north easterly winds each with percentage of frequency occurrence of approximately 16%. Apart from the easterly wind (which is the wind with the highest percentage of occurrence), a major component of wind also comes from the northerly, north easterly and north-north easterly directions (each with percentage of frequency occurrence of approximately 12%). In addition, the north eastern winds have a relatively high occurrences compared to winds from the south eastern, south western and north western quadrants. As a result, winds from the north eastern quadrant are considered as the dominant annual wind directions based on the wind rose data from the WGL station.

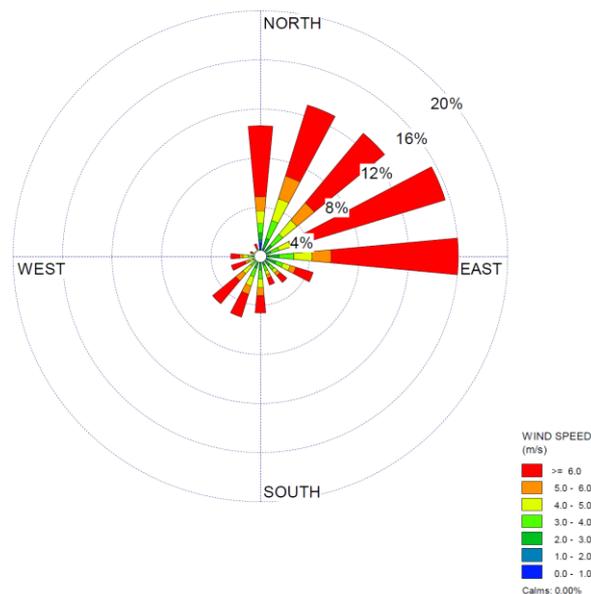
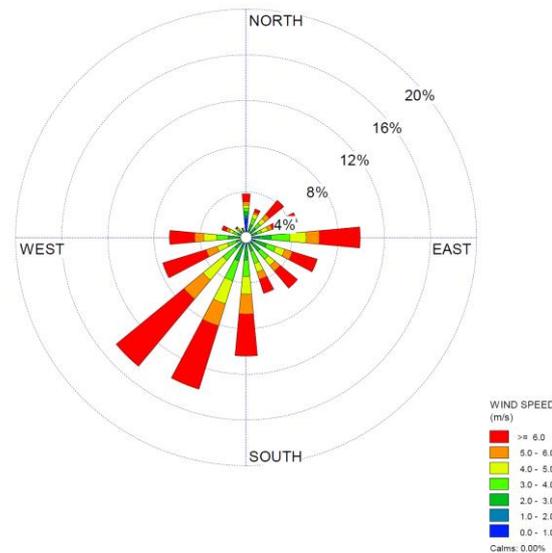


Figure 2.2 Wind Rose of WGL Weather Station (2008 – 2012)

* Note that wind data in 2012 is the latest available wind data at the time of the Expert Evaluation.

- 2.7 In Hong Kong, summer wind is very important and beneficial for thermal comfort; and identification of the summer wind characteristics is crucial. By referring to the June to August wind rose at WGL station from 2008 to 2012 as shown in **Figure 2.3**, during summer season, the summer prevailing winds generally come from the south-westerly directions (i.e. SSW, SW and S, each with frequency occurrence exceeding 8%), except the westerly and the west south-westerly winds, which have a frequency occurrence below 8%. In addition, the easterly wind also has an occurrence frequency of more than 8%.



June to August

Figure 2.3 Summer Month Wind Roses of WGL (2008 – 2012)

2.8 From the discussion in paragraphs 2.5 to 2.7 and based on the Waglan Island weather station wind data, winds from the north eastern quadrant (i.e. N, NNE, NE, ENE and E) are considered to be the annual prevailing winds and the SSW, SW and S winds together with the easterly wind are the summer prevailing winds.

Wind Direction Analysis based on Bluff Head Weather Station Data

2.9 By referring to the averaged annual wind rose at Bluff Head (Stanley) Weather Station from 2008 to 2012 shown in **Figure 2.4** below, it is observed that the winds from the east and east-northeast directions have high probabilities of occurrence (each over 15%). Furthermore, winds from the north eastern direction and the east-south easterly directions each possess an occurrence frequency of approximately 10%. These two winds are also dominant winds in addition to the winds from the east and east-north easterly directions.

2.10 By comparing with the annual wind rose from the Waglan Island weather station and the Bluff Head weather station, it is observed that the easterly and the east-north easterly winds are the two dominant wind directions but with certain differences in magnitude and frequency of occurrence. The reason of this discrepancy is due to the difference in location and measurement height of the two weather stations and the fact that the measured wind data at the Waglan Island is not affected by Hong Kong's complex topography while the wind data measured at the Bluff Head weather station is more affected by local topography and existing building developments in its vicinity. However, considering the Bluff Head weather station is less than 500m away from the Project Area while Waglan Island is around 5000m from Stanley, the wind data of Bluff Head Weather Station is more applicable in determining the local wind availability within the regions of the Project Area in this specific study.

2.11 Owing to the differences in location and measurement height of the Waglan Island weather station and the Bluff Head weather station, the summer wind rose of the Bluff Head station in **Figure 2.5** differs from the summer wind rose of the Waglan Island in **Figure 2.3**. The summer wind rose from the Bluff Head weather station shows that the summer wind mainly comes from the east and the west directions, each with an occurrence frequency of approximately 12%, while winds from S, ESE, WSW, WNW, NW, SW and SE each has an occurrence frequency of approximately 8%.

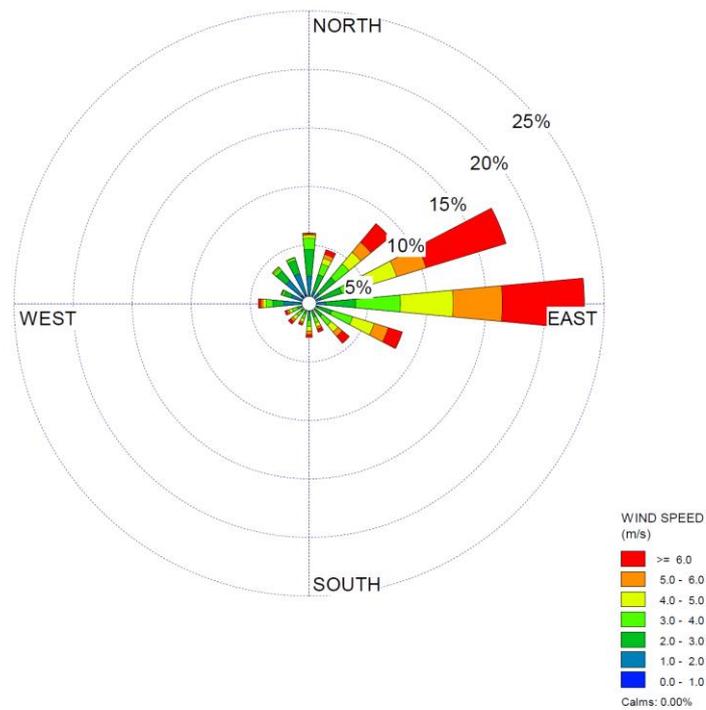
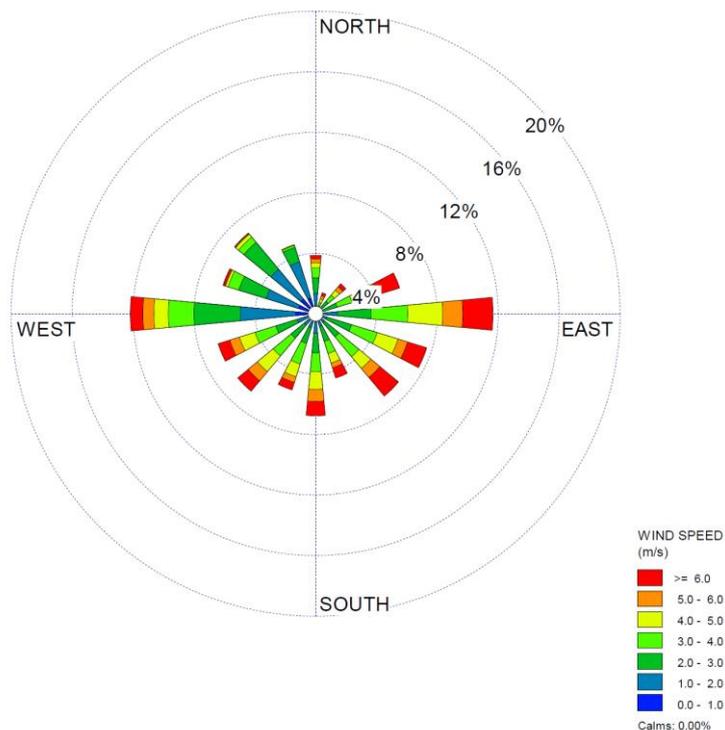


Figure 2.4 Annual Wind Rose of Bluff Head Weather Station (2008 - 2012)



June to August

Figure 2.5 Summer Month Wind Roses of Bluff Head Weather Station (2008 - 2012)

2.12 According to the analysis in paragraphs 2.9 to 2.11 and based on the Bluff Head weather station wind roses, the winds from the easterly and the east-north easterly winds together with the north easterly and east south-easterly winds are considered to be dominant annual winds.

Wind Direction Analysis based on MM5 model

- 2.13 Apart from the wind data from the HKO automatic weather stations mentioned above, the simulation data obtained from the Fifth-Generation Penn State/NCAR Mesoscale Model (MM5) can also be adopted to study the general wind pattern within the Study Area that is induced by nearby topographical features.
- 2.14 Annual wind rose at the grid (30, 18) at 596m height generated from the MM5 model at the Study Area is extracted from the Website of PlanD “Site Wind Availability in Hong Kong” (http://www.pland.gov.hk/pland_en/misc/MM5/index.html) and shown in **Figure 2.6** below.

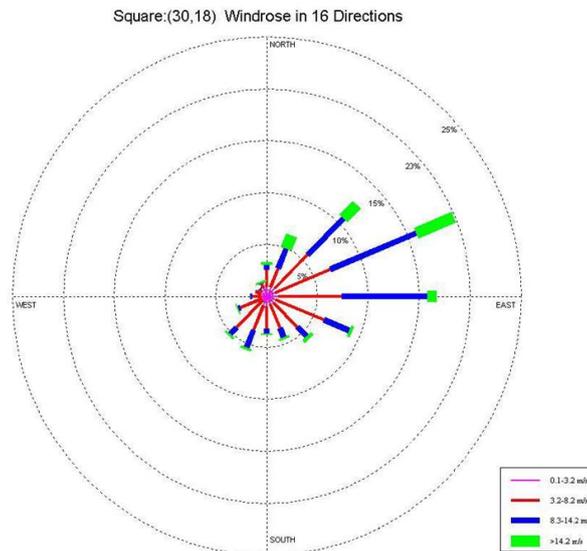


Figure 2.6 Annual Wind Roses at 596m obtained from MM5 model

- 2.15 Based on the MM5 wind data, the annual wind of the Study Area is mainly from the northeast and east directions. The north easterly quadrant winds have contributed nearly 60% of the annual wind towards the Study Area.

Summary and Identification of prevailing wind directions

- 2.16 By reviewing the wind data from both the HKO stations and the MM5 model, it can be concluded that the annual wind mainly comes from the **north-easterly quadrant (E, ENE, NE, NNE and N)** and also **east-south easterly** direction annually.
- 2.17 During the summer season, wind mainly comes from the **east** and **west**. In addition, winds from **ESE, WSW, WNW, S, SW, SSW** and **SE** are also considered to be major winds during summer season.
- 2.18 **Figure 2.7** below is an illustration diagram showing the prevailing wind directions towards the Project Areas during the annual and summer seasons.

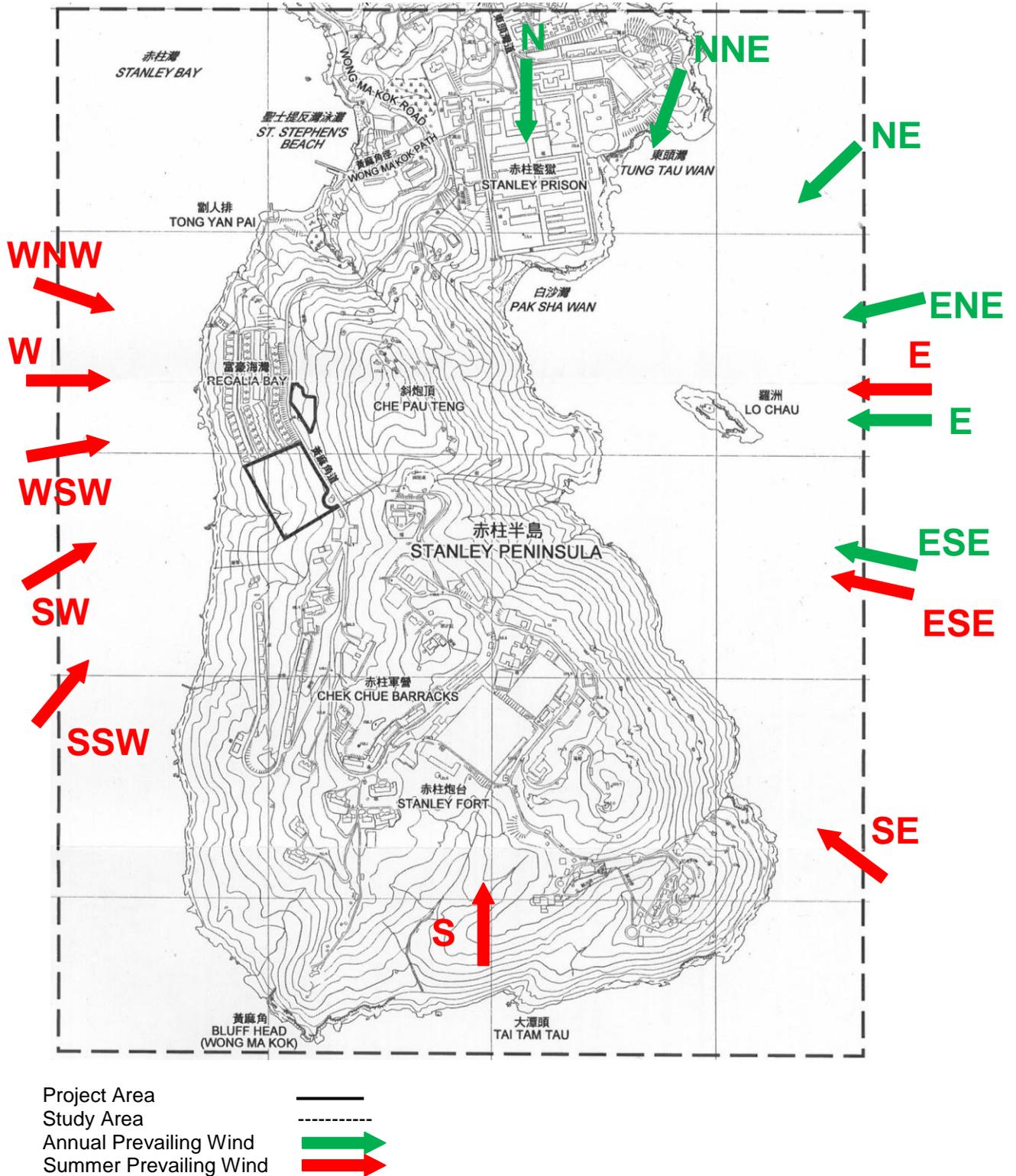


Figure 2.7 Summary of Prevailing Winds towards the Project Areas

3 TOPOGRAPHICAL FEATURES AND WIND FLOW

- 3.1 The topographical features within the Study Area affect wind flows and the general wind environment of the Stanley Peninsula.
- 3.2 The flow of wind around and over hilly terrains is very complex and depends greatly on the shape of the topographies, atmospheric stability conditions and the strength of the prevailing wind etc. **Figure 3.1** below illustrates typical wind flow over hills under moderate wind speed conditions. As shown in the figure, wind either flows over the hill or bends around it and creates eddy flows with opposite direction to the upper wind flow in the lee side. **Appendix A** further explains this complex physical phenomenon.

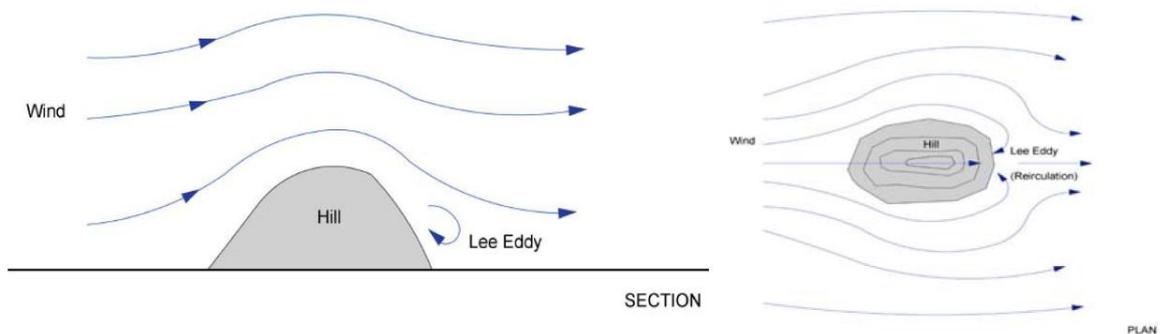
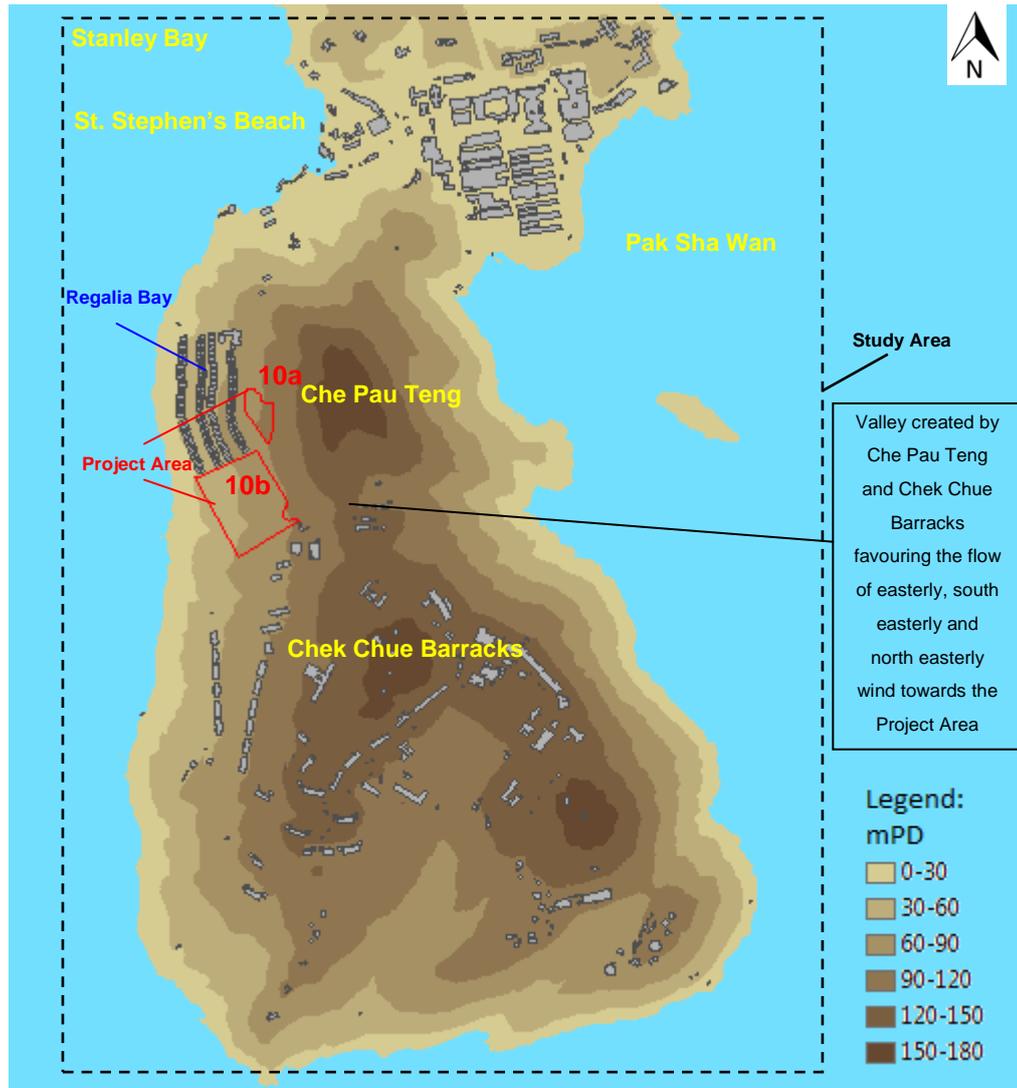


Figure 3.1 Illustration of Wind Flow over Hills under Moderate Wind

- 3.3 This section describes the major topographical features within the Study Area and their impacts on the Project Areas annually and during summer seasons.

Major Topographical Features

- 3.4 The Stanley Peninsula is like a pear shape and covered by hilly topographies with significant local high points namely Che Pau Teng (terrain height at 176.7mPD) and Chek Chue Barrack (terrain height at 155mPD, with maximum building height at 167.5mPD) as shown in **Figure 3.2** below. There is a valley in between the two high grounds (Che Pau Teng and Chek Chue Barracks) (see **Figure 3.2**). The Stanley Peninsula is surrounded by sea to its east, south and west and occupied by mostly low-rise and low-density developments. The absence of high rise developments on the peninsula results in generally good wind ventilation performance at most times of the year.



----- Study Area
Figure 3.2 Digital Elevation Map of the Study Area

Under the Annual Prevailing Winds

- 3.5 As mentioned in paragraph 2.16 above, the prevailing annual wind directions are E, ENE, NE, NNE and N and ESE. A portion of annual winds from the E, ENE, NE, and NNE directions will flow over the hill of Che Pau Teng before reaching Project Areas 10a and 10b, while a portion of the ESE wind will flow over the high grounds of Che Pau Teng and Chek Chue Barracks prior to reaching both Project Areas.
- 3.6 The Project Area 10a is located to the west of Che Pau Teng (maximum height at 176.7mPD) which may weaken the approach flows from the north easterly, north-north easterly and the east-north easterly directions whereas the mountain where the buildings of the Chek Chue Barracks are located may weaken the east south-easterly wind towards Project Area 10a. However, there are no obstacles located to the north of Project Area 10a. It is expected that northern wind can reach Project Area 10a without any significant local obstruction. Furthermore, a portion of annual winds from the north eastern quadrant and also the ESE wind is expected to flow around the hills of Che Pau Teng and reach Project Area 10a. As a result, after the development of the proposed buildings, similar wind environment is expected compared with the current situation.

- 3.7 The valley created by the two high grounds (Che Pau Teng and Chek Chue Barracks) as mentioned in paragraph 3.2 will create channelling effect and is effective in redirecting the easterly, east-north easterly and east-south easterly annual winds towards the Project Area 10b. In particular, easterly wind can reach Project Area 10b without obstruction through this valley. The presence of this valley will alter local wind directions and speed up wind flows while passing through it. The northerly and north north easterly annual winds are expected to reach Project Area 10b without any significant topographical obstructions.

Under the Summer Prevailing Winds

- 3.8 The prevailing summer wind directions are from the **E, W, ESE, WSW, WNW, S, SW, SSW** and **SE** as mentioned in paragraph 2.21 above. The Project Area 10a has a higher topographical elevation than the Regalia Bay (located to its west) and Project Area 10b (to its southwest) and also there are no topographical blockage for the Project Area 10b to its western and south-western directions, hence summer prevailing winds including W, WSW, WNW, SW and SSW can reach the Project Area without any significant local obstruction.
- 3.9 In addition to the observations in paragraph 3.9, there does not exist any topographical blockages to the southern wind on Project Area 10b. Furthermore Project Area 10a has a slightly higher topographical elevation than Project Area 10b. Therefore, it is expected that there will be no significant air ventilation issues due to topography under the southerly wind condition. For the easterly wind, it can reach Project Area 10b without obstruction through this valley as mentioned in paragraph 3.6. However for Project Area 10a, the easterly wind towards it will be weakened by Che Pau Teng.
- 3.10 As the Project Areas 10a and 10b are located close to the hilly terrains of Che Pau Teng, minor katabatic (downhill) air movement can be expected from the vegetated hill slopes surrounding them. These downhill air movements are expected to be more significant during the summer season which favours the wind performance of the Project Areas during those times.
- 3.11 By the above assessment of topographical features and wind flow, there is one major air path existed in the Study Area (i.e. the valley between Che Pau Teng and Chek Chue Barracks). Meanwhile, there are no significant problematic areas observed.

4 EXISTING LAND USE AND BUILDING MORPHOLOGY WITHIN STUDY AREA

4.1 Following the investigation of the effect of topographical features on the wind environment of the Project Areas in Section 3 above, this section will investigate the potential impact of the existing developments within the Study Area on the air ventilation performance of the Project Areas.

Land Use

4.2 The statutory Outline Zoning Plan (OZP) of Stanley No. S/H19/10 is shown in **Figure 4.1** below and the land use types are stated below:

- The areas coloured in light blue are zoned “Government, Institution or Community”. The area hatched orange colour is zoned “Other Specified Uses”.
- The areas coloured in dark brown and light brown are zoned “Residential (Group A)” and “Residential (Group C)”, respectively.
- The area coloured in light green and dark green are zoned “Green Belt” and “Open Space”, respectively.
- The Project Areas are currently zoned as “Green Belt”.

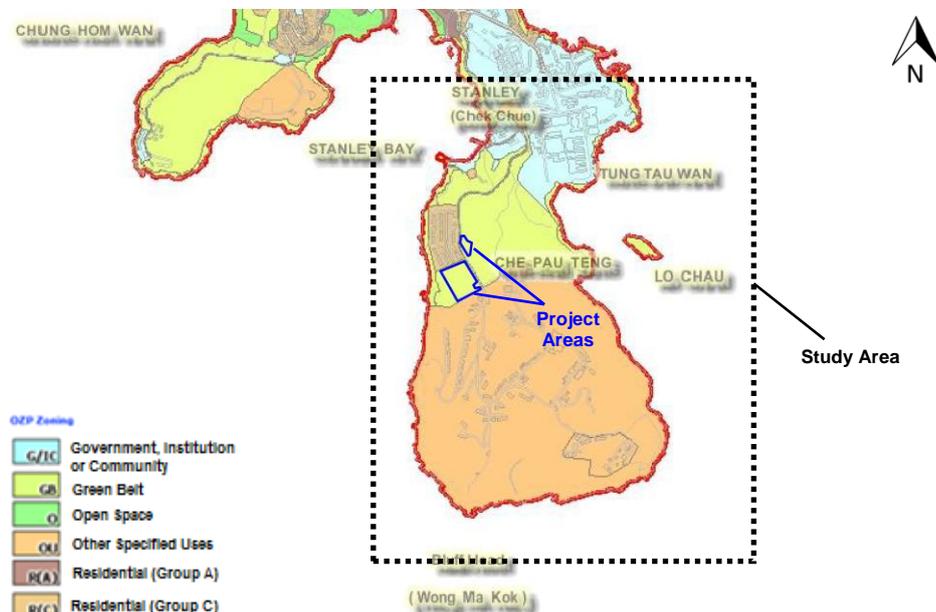


Figure 4.1 Land Uses in Stanley Peninsula Area

4.3 Low-rise (4 domestic storeys above 1 storey carport) and low-density (maximum site coverage of 22.5%) residential buildings are proposed within the Project Areas. The proposed parameters of the developments in the Project Areas are listed in **Table 4.1** below.

Table 4.1 Proposed Parameters of the Developments in the Project Areas

Site area (about):	About 3 hectares
Maximum Plot Ratio:	0.9
Maximum Site Coverage:	22.5%
Maximum No. of storeys:	4-storey in addition to 1 storey of carport

Existing Building Morphology within the Study Area

4.4 **Figure 4.2** below shows the major existing and committed developments in the vicinity of the Project Areas. Site photographs of these developments are shown in **Figure 4.3**.

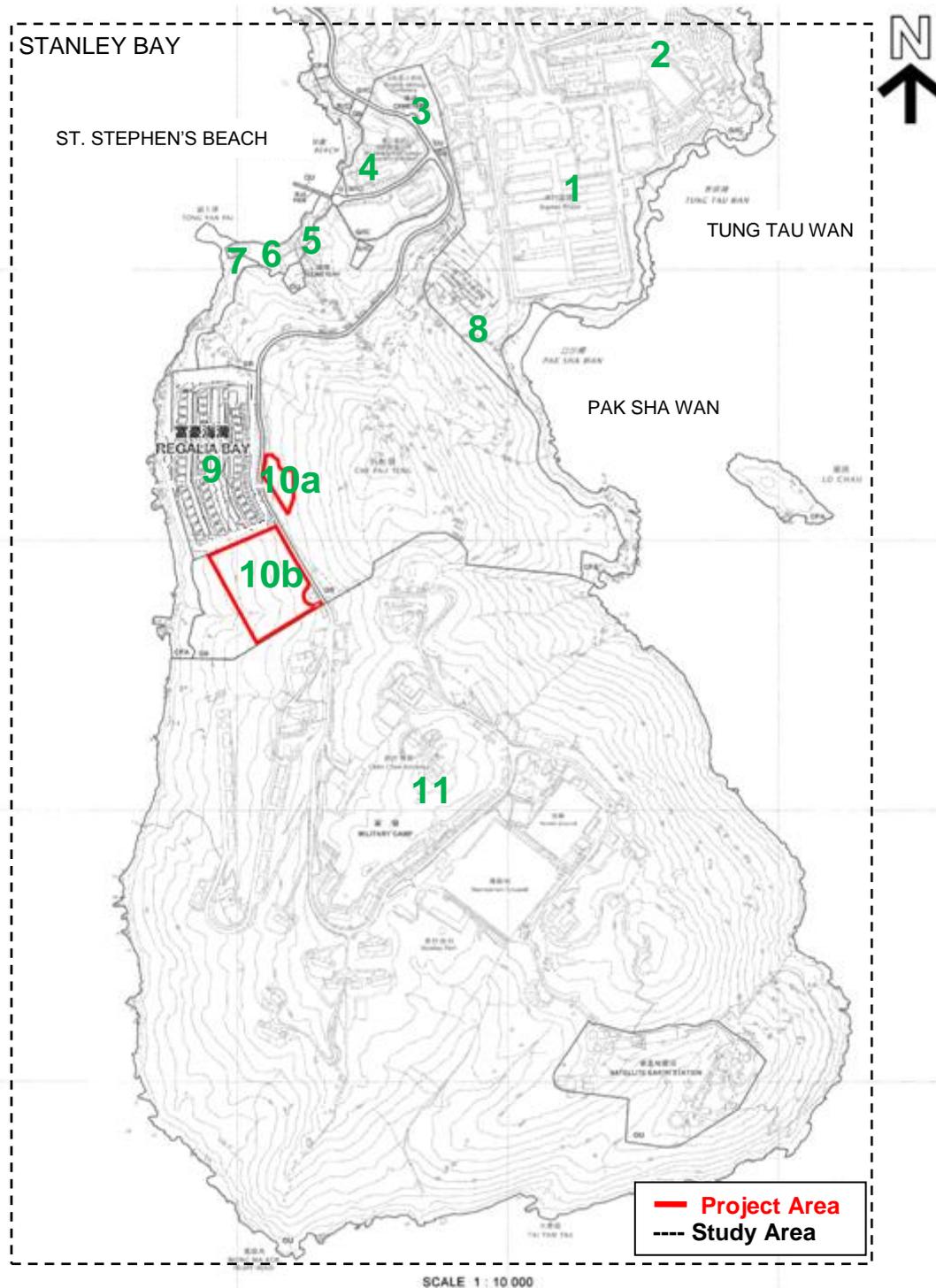
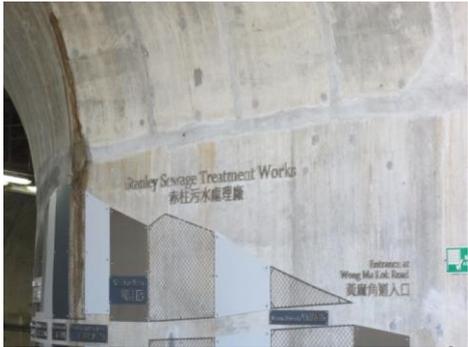


Figure 4.2 Existing and Committed Developments in Stanley Peninsula Area

	
<p>1. Stanley Prison</p>	<p>2. Stanley Prison Staff Quarters</p>
	
<p>3. Stanley Military Cemetery</p>	<p>4. St. Stephen's College Preparatory School</p>
	
<p>5. St. Stephen's Beach Water Sports Center</p>	<p>6. The Hong Kong Federation of Youth Groups - Stanley Outdoor Activities Centre</p>
	
<p>7. Hong Kong Sea Cadet Corp. Jubilee Centre</p>	<p>8. Stanley Sewage Treatment Works</p>

	
<p>9. Regalia Bay Houses</p>	<p>10. (a,b) Project Area</p>
	
<p>11. Chek Chue Barracks</p>	

Figure 4.3 Photos of Existing and Committed Developments in Stanley Peninsula Area

4.5 The Stanley Peninsula area is generally occupied by low to medium density developments. Most of the developments possess a building height of less than 6 storeys, and only a couple of buildings in this area possess building height up to 12 storeys. The building heights of the existing development are shown in **Figure 4.4**. To the further north east of the Project Areas are Stanley Prison and its Staff Quarters which are marked as number 1 to 2 in **Figure 4.2**. There are some outdoor sports centre and schools as marked as number 3 to 7 in **Figure 4.2** above, and shown in the photos in **Figure 4.3**.

4.6 The tallest buildings in the area can be found at the Chek Chue Barracks which is marked as number 11 in **Figure 4.2**. The Barrack developments are located to the south and south east at approximately 150m away from the Project Areas. The military camps of the Chek Chue Barracks are located on the high ground to the south of Che Pau Teng with mostly low-rise buildings of 1 to 3 storeys high.

4.7 To the immediate adjacency of the Project Areas are existing lower residential developments, the Regalia Bay with maximum building height of no more than 4 storeys which are marked as number 9 in **Figure 4.2** and the corresponding photo shown in **Figure 4.3**.

Under the Annual Prevailing Winds

4.8 These clusters of developments of the Stanley Prison are located far away (more than 400m) from the boundary of the Project Areas, separated by the hilly terrain of Che Pau Teng in between, therefore, the Stanley Prison are not expected to give rise to any adverse air ventilation impact to both the Project Areas 10a and 10b under the annual prevailing winds (i.e. N, NE, NNE, ENE, E and ESE).

4.9 The developments of the Chek Chue Barracks are also located at a distance far away (more than 150m), under annual wind directions, the developments of the Chek Chue Barracks are unlikely to affect both Project Areas in terms of air ventilation performance.

- 4.10 Under the annual prevailing wind directions from the NNE, NE, ENE, E and ESE, the Regalia Bay would not generate any potential air ventilation problems to both Project Areas 10a and 10b as the sites are not located at the downwind side of Regalia Bay. While under the prevailing wind from N, the Project Area 10b is located at the downwind side of Regalia Bay. However, due to the low-rise low-density nature of the developments at Regalia Bay, the northerly wind can reach Project Area 10b and is expected to maintain the wind environment there.

Under the Summer Prevailing Winds

- 4.11 The Stanley Prison developments and the Chek Chue Barrack developments would not affect the Project Areas 10a and 10b in terms of wind environment as they are located at a distance far away from the Project Areas.
- 4.12 Project Area 10a is located east of Regalia Bay but with its level higher than the Regalia Bay. Therefore, during summer, winds from W, WNW, WSW, SW and SSW directions can reach Project Area 10a without any significant local obstruction and hence no air ventilation problem is expected. Due to the natural gradient of the terrain (with increasing gradient from the west to east), a natural stepping height profile of the houses of Regalia Bay is formed, resulting in a diversion of wind to the pedestrian level. Given the topography and its downhill location, the Regalia Bay will not affect Project Area 10b under the summer winds from W, WNW, WSW, SW and SSW directions.
- 4.13 For summer winds from E, ESE, S and SE, there are no residential buildings upwind of the Project Areas and the Project Areas are not located to the immediate downwind location of the Regalia Bay. As a result, the Regalia Bay will not give rise to any adverse air ventilation issues to both the Project Areas 10a and 10b under these wind conditions.
- 4.14 By summarizing paragraphs 4.11 to 4.13, no significant air ventilation impact is expected to arise for Project Areas 10a and 10b due to the existing developments within the Study Area during the summer season.



Figure 4.4 Height of the Existing Buildings in the vicinity of the Project Areas

5 EXPERT EVALUATION ON THE PROJECT AREAS

5.1 Following the investigation of the potential impact of the existing developments on the Project Areas 10a and 10b in terms of air ventilation performance in Section 4, this section presents the influence of the proposed developments within the Project Areas 10a and 10b on the existing developments.

Recap of some major information about the Project Areas

5.2 The Project Areas (marked as 10a and 10b in **Figure 4.2**) are situated in the immediate vicinity to the east and south of Regalia Bay which are low-rise developments as shown in **Figures 4.3** and **4.4** with building heights ranging from approximately 40mPD to 90mPD with the developments of at most 4-storeys in height with a stepped terraced building profile. The Project Areas are situated on the hilly terrain west of the Che Pau Teng, Stanley Peninsula, and fronting Stanley Bay, rising from approximately 30mPD to the west to approximately 80mPD to the east.

5.3 The Project Areas are proposed to be developed into low-rise residential buildings of around 5-storey (4-storeys in addition to 1 storey carport) in height with site coverage of 22.5%, i.e. low-density development. As mentioned in Section 2, the annual prevailing wind comes from the north eastern quadrant including N, NNE, NE, ENE, E wind directions and also the ESE wind while the summer wind comes from the S, ESE, SE, SW, SSW, WSW, WNW, W and E directions.

5.4 The major existing developments within the Study Area are listed in Section 3. Except for the Regalia Bay, the developments including the Chek Chue Barracks developments and the Stanley Prison developments are located far away from the boundary of the Project Areas.

Under the Annual Prevailing Winds

5.5 The Chek Chue Barrack developments are located on the higher ground far away from the Project Areas (over 150m) and another major existing development which is the Stanley Prison/Stanley Prison Staff Quarters are located at the far north eastern direction from the Project Areas. Under annual prevailing winds, the proposed developments in both Project Areas 10a and 10b would not give rise to adverse ventilation impact to the aforementioned existing developments within the Stanley Peninsula area.

5.6 The outdoor sports and recreation centres near St. Stephen's beach, which are located far north of the Project Areas 10a and 10b, would also not be affected by the proposed developments within the Project Areas under the annual winds as they are not located downstream of the Project Areas. The Project Areas 10a and 10b situated at both sides of Wong Ma Kok Road are expected not to narrow this road in the Study Area after the developments. Thus, comparable wind environment is expected after proposed developments.

5.7 Given the Regalia Bay is located at the downwind location of Project Area 10a under the E, ENE, NE, NNE and ESE annual prevailing winds, both Project Area 10a and Regalia Bay are situated at the leeward side of Che Pau Teng; hence downhill air flow are expected to reach Regalia Bay from the hill top of Che Pau Teng, and the developments of Project Area 10a are not expected to cause adverse impact upon Regalia Bay under the aforementioned wind directions due to its low profile. Apart from that, the downstream area of the Project Area 10b under the NNE, NE, ENE, E and ESE annual prevailing wind directions is the open sea. Developments within the Project Area 10b will not cause adverse air ventilation issues under these annual wind directions to the Regalia Bay.

5.8 Under the northern annual wind, the location of the Project Areas 10a and 10b will not result in any ventilation issues to the existing developments as there are no existing developments to the immediate downstream area of the Project Areas 10a and 10b.

5.9 The proposed developments within the Project Areas are low-rise low-density developments; significant wind ventilation issue is therefore not expected.

- 5.10 Due to the fact that the proposed developments within Project Areas 10a and 10b are all low-rise low-density, and the two Project Areas have a separation distance of no less than 15m. It is not expected that the two Project Areas would cause adverse impact upon each other in terms of air ventilation performance.

Under the Summer Prevailing Winds

- 5.11 The summer winds from the W, WNW, SSW, SW and WSW directions can reach the Project Areas from the sea without any obstruction. In addition to the low site coverage and low-rise proposed developments within the Project Areas 10a and 10b, summer winds from the sea can penetrate easily through these proposed developments and maintain wind penetration to the vicinity of the Project Areas 10a and 10b.
- 5.12 There is an increase in terrain height within both Project Areas 10a and 10b from the west to east. The terrain formation will naturally create stepping building height profile with lower buildings located to the west and higher buildings to the east, provided that every building possesses the same height in terms of number of storeys. This natural stepping height profile will assist the flow of summer winds (W, WNW, WSW, SSW, and SW) and enhance pedestrian comfort within both Project Areas 10a and 10b during the summer season.
- 5.13 The proposed development is 5 storeys and of low-density with plot ratio of 0.9 and site coverage capped at 22.5%. Wind is expected to pass through the non built up area, within the Project Area 10b and penetrate to the residential houses at Regalia Bay. The existing wind environment would be maintained though the Regalia Bay is located at the immediate downwind side of Project Area 10b. Project Area 10b would not give rise to air ventilation issues to the existing developments under the southerly summer winds. In addition, as there are no existing developments to the downwind side of the Project Area 10a under the southerly wind, this Project Area is not expected to give rise to air ventilation issues to the existing developments under the southerly summer winds.
- 5.14 Similar to the annual E and ESE winds, the summer E and ESE winds would possess the same wind flow characteristics, therefore the observations stated in paragraph 5.7 on the air ventilation impact by the Project Areas 10a and 10b on existing nearby developments are valid under the summer E and ESE prevailing winds.
- 5.15 Under the SE summer wind direction, although the Regalia Bay is located at the downwind location of Project Area 10a under this summer prevailing wind, both Project Area 10a and Regalia Bay are situated at the leeward side of Che Pau Teng; downhill air flow are expected to reach Regalia Bay from the hill top of Che Pau Teng, and the developments of Project Area 10a are not expected to cause impact upon Regalia Bay under SE wind direction. Furthermore, under the SE summer wind, the downstream area of Project Area 10b is mainly the open sea, with a small portion covering the southern portion of Regalia Bay developments. However, the downhill air movement from Che Pau Teng will reach these Regalia Bay developments and benefit the wind environment there. Therefore, developments within the Project Area 10b will not cause adverse air ventilation issues under the summer SE wind direction to the Regalia Bay.
- 5.16 In addition, similar to the reasons in paragraph 5.10, it is not expected that the two Project Areas would cause adverse impact upon each other in terms of air ventilation performance during summer seasons.

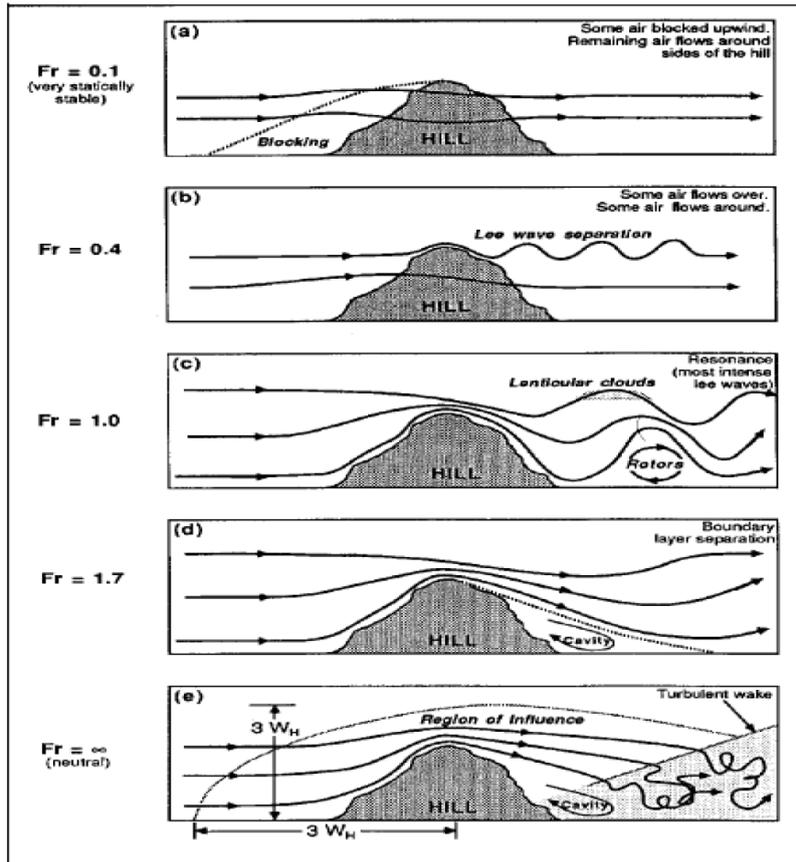
Summary of the Observations

- 5.17 Based on the above paragraphs 5.5 to 5.16, it can be concluded that the low-rise proposed developments of around 4 storeys above carport with site coverage of 22.5% are not expected to create adverse air ventilation impact within the Project Areas 10a and 10b and on the existing developments in the Study Area during the annual and summer times.

6 SUMMARY AND CONCLUSION

- 6.1 The two Project Areas are situated on the western slopes of the Stanley Peninsula facing the open water of Stanley Bay. Next to the sites are the existing 3 to 4-storeyed houses of Regalia Bay located to the immediate northwest of the sites. The Chek Chue Barracks in the south is located about 150m to its south. The proposed developments at the sites are subject to maximum plot ratio of 0.9, maximum building height of 4 storeys in addition to 1 storey of carport, and maximum site coverage of 22.5%.
- 6.2 Based on the wind data from the HKO and MM5 Model, the annual prevailing winds of the Stanley Peninsula are from the north eastern quadrants and from the ESE, whereas the summer prevailing winds are easterly and westerly winds together with winds from ESE, WSW, WNW, S, SW, SSW and SE directions.
- 6.3 Under the easterly annual and summer prevailing wind direction to Project Areas 10a and 10b, the valley created by the Che Pau Teng and the terrain of Chek Chue Barracks is an effective channel to enhance wind ventilation to the Project Areas.
- 6.4 Since the proposed development is restricted to a maximum of 5 storeys and of low-density with plot ratio of 0.9 and site coverage of 22.5%, it is not expected to have adverse air ventilation impact to the existing developments under annual prevailing winds and summer prevailing winds.
- 6.5 In view of the proposed low development density and sparsely developed site context, adverse ventilation impacts are not anticipated from the proposed developments and the decline in pedestrian wind environment within the Study Area are not expected when compared to the current situation. Thus, further Air Ventilation Assessment is not required.

Appendix A: Wind over a small hill.



For a strongly stable environments, i.e. where the buoyancy affects are strong, and $Fr \approx 1$, the air flows around the hill ((a)) and a stagnant mass of air builds up before the hill. At a slightly faster wind ($Fr \approx 0.4$) some of the air flows over the hill ((b)) while the air at lower altitudes separate to flow around the hill. The natural wavelength of the air that flows over the top is much smaller than the hill size and the flow is perturbed by the hill to form lee waves. A lee wave separation occurs from the top and flows above the air that flows around the hill. A column of air with the same height as the hill approaches the hill and a fraction of it flows above the hill. At higher wind speeds and $Fr \approx 1.0$, the stability is weaker and the wavelength of the gravity waves (lee waves) approaches the size of the hill ((c)). A natural resonance forms the large amplitude lee waves or mountain waves. If there is sufficient moisture, lenticular clouds can form along the crests of the waves downstream of the hill. For stronger winds with $Fr \approx 1.7$ ((d)) the natural wavelength is longer than the hill dimensions, thus causing a boundary layer separation at the lee of the hill. Neutral stratification ((e)) occurs for strong winds with neutral stability (no convection) and Froude number approaching infinity. The streamlines are disturbed upwind and above the hill out to a distance of about 3 times the hill length W_H . Near the top of the hill the streamlines are packed closer together, causing a speed-up of the wind. Immediately downwind of the hill is often a cavity associated with boundary layer separation. This is the start of a turbulent wake behind the hill. The height of the turbulent wake is initially the same order as the size of the hill and grows in size and diminishes in turbulent intensity downwind. Eventually the turbulence decays and the wind flow returns to its undisturbed state.

Froude number (Fr)

$$Fr^2 = \frac{\text{Inertial forces}}{\text{Bouyant forces}} \quad Fr^2 = \frac{\bar{u}_0^2 / W_h}{g \Delta \theta / \theta_0}$$

The inertial forces (order \bar{u}_0^2 / W_h) act in the horizontal direction along the wind flow, and the buoyant forces (order $g \frac{\Delta \theta}{\theta_0}$ where $\Delta \theta$ is a typical temperature disturbance, g is gravitational acceleration, θ_0 is potential temperature) act in the vertical. The Froude number can be more elaborately defined as

[courtesy Sykes, R.I., 1980, "An asymptotic theory of incompressible turbulent boundary-layer flow over a small hump", J. Fluid Mech. 101: 647-670.]

Agenda Item 5: Proposed Rezoning of Two Sites in Stanley for Residential Development
(Item raised by Planning Department)
(DDEC Paper No. 13/2014)

34. The Chairman welcomed the following departmental representatives to the meeting:

Planning Department (PlanD)

- Ms KIANG Kam-yin, Ginger, District Planning Officer/HK

Transport Department (TD)

- Ms TAM Kwai-fan, Irene, Engineer/Southern & Peak 1

35. Ms Ginger KIANG said the housing needs in Hong Kong were pressing. It was

stated in the 2014 Policy Address that the Government would increase land supply in the short, medium and long term through a series of measures. The medium and long term measures included planning of new development areas, cavern study and reclamation proposal, etc. However, as it would take some time to plan and develop the above proposals, the Administration had to concurrently identify suitable and potential sites in the urban area and its fringe for housing or other developments to cope with the public needs. Besides, the development density would be suitably increased so long as planning and infrastructure capacity permitted to increase housing supply. To this end, PlanD had assisted in identifying suitable and potential sites for residential development and there were 14 sites identified within the Southern District. While some sites were still subject to technical assessment which would take a longer time to process, PlanD consulted SDC on the two sites in Stanley which had been confirmed technically feasible prior to submitting the zoning amendment for residential use to the Town Planning Board (TPB) for consideration.

36. Miss Isabel YIU, with the aid of PowerPoint presentation (Reference Paper 4), briefly introduced the two sites in Stanley and the details of the proposed rezoning.

37. Mr AU Nok-hin, Mr CHAI Man-hon, Mrs CHAN LEE Pui-ying, Ms CHEUNG Sik-yung, Mr FUNG Se-goun, Mr LO Kin-hei, Mrs MAK TSE How-ling, Mr TSUI Yuen-wa, Dr YANG Mo, PhD and Mr Paul ZIMMERMAN raised comments and enquiries on the subject. Details were summarised as follows:

Support

- (a) the two sites were adjacent to a low density residence, Regalia Bay. The completion of Regalia Bay had greatly improved the surrounding environment of the area. It was believed that provision of additional 222 flats there would only exert limited impact to the surrounding environment. On the contrary, it could enhance the visual quality and public order;
- (b) the two sites were located in the rural area that lacked ancillary transport facilities, posing difficulties for public housing development. Given that there were pressing needs for housing, the provision of low density residential development could also balance the overall housing supply and meet the housing needs of different sectors in society;
- (c) economic development was paramount to Hong Kong. The proposal would be beneficial to attract foreign professionals to reside and develop in Hong Kong as well as foreign investments. It could also help increase public revenue. The Government could make use of land sale proceeds to build more public housing and

formulate other welfare measures for the benefits of the grassroots; and

- (d) it was agreed that there was a need of continuous land identification for housing development and believed that the departments concerned would exercise its professional judgment to develop individual land with suitable type of housing. It was hoped that the department concerned would continue identifying more suitable land for public housing development in order to cater for the needs of the grassroots.

Objection or Reservation

- (a) Members did not object to increasing the overall housing supply and supported PlanD to continue with the identification of suitable land. However, the recent flat prices of Regalia Bay ranged from \$80 million to \$120 million, which were astronomical figures to the general public. The two sites provided only 222 domestic units in total, which was only a minuscule figure when compared with the Government's aim of building 470 000 units in ten years. It could neither relieve the pressure of soaring property prices nor the pressing housing needs of the grassroots. Instead, it would widen the wealth gap of the society;
- (b) SDC had suggested the Government to develop housing in other sites in the Southern District, including the site of the Hong Kong Police College in Wong Chuk Hang (the Police College site). But the relevant developments had given no response to the suggestion. Reiterated request was raised, urging for PlanD's serious consideration on the proposal of utilising the Police College site to develop housing, which could really help relieve the housing pressure in Hong Kong;
- (c) in recent years, the Government's plan of developing the "green belt" zone had failed to benefit the grassroots, and was even suspected of exploiting public resources to satisfy a small group of tycoons, which was unfair to the public. Stanley had always been a rural area with tranquil and picturesque environment, so any residential development in the "green belt" zone would be objected;
- (d) although 222 flats was not a huge number, the low density residence would result in a daily traffic flow of over 800 movements as residents there relied on private cars, calculated with the assumption that each household had two private cars on average. At present, the traffic volume had already reached the road capacity limits of the Repulse Bay Area and Stanley. The proposed Multi-storey Carpark in Stanley would further increase the traffic flow near Stanley Beach Road, Stanley New Street and Stanley Village Road significantly. The area definitely could not absorb an additional traffic flow of over 800 movements daily;
- (e) it was concerned that the market demand for the proposed 222 low-density residential units was over-estimated, which might result in subdued trading activities in land

auction and the Government might at the end have to sell the land plots at dirt cheap prices. If developers acquired the land plots at low prices and then sold them at high prices, people would think that there might be collusion between the Government and the business sector. In view of this, it was hoped that the department would seriously consider the pros and cons of the project; and

- (f) each rezoning project of PlanD was conducted separately. It did not mean that PlanD would in future positively respond to the demands of SDC and the needs of the grassroot even if the Committee endorsed the proposed rezoning of the two sites in Stanley. Members should stay alert and jointly object the project. Moreover, it was stressed that the Government should enhance the consultation process for identifying land and this should not be done behind closed doors; and
- (g) as different sectors of the community had various housing needs, the provision of different types of housing could be regarded as a healthy sign. However, the relevant department only consulted SDC on land use rezoning on a project-by-project basis. Although it was true that each rezoning project might only have limited adverse impact on traffic, the resulting cumulative adverse traffic impact from various rezoning projects would be substantial. In view of this, the department should consult SDC on the overall land use planning of the district and inform SDC of the sites that were being considered. After taking the whole situation into consideration, SDC would give a more comprehensive view and make the best decision. In the absence of detailed information, Members could not support the aforesaid rezoning proposal.

38. Ms Ginger KIANG gave a consolidated response to Members' views and enquiries as below:

- (a) this meeting was the first step of PlanD's consultation for the proposed rezoning of the two sites in Stanley. The department would solicit the views of Members before submitting the rezoning proposal to the TPB for consideration. If TPB agreed to the proposal, the proposed amendments would be gazetted under the Town Planning Ordinance and started the statutory public consultation procedures;
- (b) according to the recommendation of the Long Term Housing Strategy Steering Committee, the Government would provide 470 000 housing units in the future 10 years. Of these, 60% would be public housing units and 40% would be private housing units. Thus, the proposed rezoning of the two sites in Stanley for private housing was only part of the overall effort by the Administration;
- (c) in identifying suitable site, PlanD would consider the suitability of the site for residential development and whether the proposed development parameters would

be compatible and blend in with the surrounding environment. There were a lot of low-rise and low-density residential developments in the Southern District. The two sites in Stanley proposed for residential use were situated next to Regalia Bay, thus considered more suitable for low-density residential development. The current rezoning proposal did not mean that PlanD was only identifying sites for luxurious housing. In fact, PlanD had earlier, in collaboration with the Housing Department (“HD”) briefed DC on several sites identified in Pok Fu Lam as suitable for development of public housing and rehousing of Wah Fu Estate;

- (d) before rezoning, PlanD would consult the concerned technical departments on the feasibility of the proposed development and confirm that it would not bring about insurmountable adverse impacts to the area. PlanD noted SDC’s request for an overall picture of all the potential housing sites in the Southern District. In this regard, the Development Bureau (DEVB) would arrange to brief SDC on the sites identified for rezoning for housing development in the Southern District as soon as possible; and
- (e) as regards rezoning the existing “Government, Institution or Community” (“G/IC”) sites for other purposes, PlanD could not proceed with rezoning without the agreement of the relevant bureau/departments. According to the latest information, the Security Bureau (SB) and the Hong Kong Police Force (HKPF) had indicated no intention to relocate the Police Training School in Wong Chuk Hang for the time being.

39. Ms TAM Kwai-fan supplemented that the proposed rezoning of the two sites in Stanley for development of low-density residential flats would have limited impact on traffic.

40. Mr CHU Ching-hong, JP, Mr AU Nok-hin, Mrs CHAN LEE Pui-ying, Mr LO Kin-hei, Mr TSUI Yuen-wa and Mr Paul ZIMMERMAN continued to raise comments and enquiries. Details were summarised as follows:

Support

- (a) the public transport vehicles to and from Hong Kong Sea School and Stanley Prison were often empty, reflecting that both the pedestrian flow and traffic flow of Wong Ma Kok Road were relatively low. It was believed that rezoning the two sites for residential use would cause limited impacts on the traffic;
- (b) Wong Ma Kok Road had been weedy and desolate. The completion of Regalia Bay greatly improved the environment and the visual quality in the vicinity; and
- (c) the low density residences in Stanley, such as Red Hill Peninsula, Pacific View and the Repulse Bay, had attracted the professionals to live in and there was an increasing

demand for international schools in the district. Provision of appropriate housing and community ancillary facilities was necessary in attracting foreign professionals to develop and invest in Hong Kong.

Objection or Reservation

- (a) enquired about the impact on trees caused by rezoning the two sites;
- (b) it was hoped that after the meeting, PlanD would provide a list of locations in the Southern District considered for housing development, especially those in Shouson Hill, the Repulse Bay Area and Stanley, to facilitate TD's explanation on the overall traffic planning in Stanley;
- (c) rezoning the two sites would sacrifice the valuable "green belt" zone, and the proposed 222 flats could not resolve the overall housing need in Hong Kong, thus the harms would definitely outweigh the benefits;
- (d) relatively, more Members objected or had reservation about the rezoning. It was asked whether PlanD would still proceed to make the rezoning proposal to TPB; if yes, Members doubted about the significance and sincerity of the department's consultation;
- (e) Wong Chuk Hang was a rural area in the past which was suitable for use as a Police Training School but it was currently developed into an urban district. It would be out of place if the Police Training School was retained there. It was noted that the Government had already reserved sufficient land in the North East New Territories Development Area for the Police Training School. The Commissioner of Police had also told DC earlier that the Police Training School in Yuen Long would be relocated to the northeast of New Territories and it was believed that the reserved land could accommodate the Police Training School facilities in Wong Chuk Hang as well. Nevertheless, in face of pressing needs for land, government sites were always retained while green space of the community was repeatedly sacrificed by PlanD for residential development. It was understood that SB and HKPF would not voluntarily offer to give up the Police Training School site. But as the same team, the bureau and department concerned should tie in with the policy agenda of the Government. PlanD even had the responsibility to reflect to the Chief Executive and bureau concerned the requests and recommendations of SDC. Members requested the department to study seriously the feasibility of using the Police Training School site for residential development with a view to addressing the pressing livelihood needs; and
- (a) Members reiterated that the department might have over-estimated the need for housing in the two proposed rezoning sites in Stanley.

41. Ms Ginger KIANG gave a consolidated response to Members' views and enquiries as below:

- (a) PlanD had conducted a comprehensive review on the "G/IC" sites but the department could not rezone sites for other purposes without the agreement of relevant bureau or user department. Even if some sites were only temporarily used by government/organizations, the sites could not be released for other purposes if agreement from the bureau/department concerned could not be secured. PlanD had consulted relevant bureau and department on the relocation of the Police Training School site but they indicated no intention to relocate the Police Training School facilities. PlanD could relay SDC's views to relevant bureau and department again but could not promise any breakthrough;
- (b) the Administration would conduct a tree survey before land sale, and at that time the information on the number of trees within the site to be felled, retained, transplanted or relocated would be available; and
- (c) after collecting the views of Members, PlanD would seek further views of relevant departments and bureau before finalizing the rezoning proposal for submission together with Members' comments to TPB. Should TPB agree to the proposed amendments, the draft OZP would be gazetted for public consultation.

42. The Chairman concluded that the Committee welcomed the move of PlanD to consult SDC before submitting its proposed rezoning of the two sites to TPB, and opined that this should be encouraged. Out of the 10 Members who spoke at the meeting, three supported the proposal. They opined that while developing sites for housing, the Government should address the needs of people from different spectrum of the community and give due consideration to the economic benefits to Hong Kong as a whole. The remaining seven Members had reservations about or expressed objection to the proposal. PlanD did not provide detailed information on the land use rezoning, such as the actual demand for luxurious residential units, the list of other sites being considered for residential development in the Southern District and the stances of other districts towards the land use rezoning. Only with the above information available could Members, having regard to the local and territory circumstances, take up any stances on the issue. Therefore, in the absence of sufficient information, the Committee opined that the proposed rezoning might have adverse impacts on traffic and green space before any other benefits could be seen. However, as this meeting was the first consultation conducted by PlanD, the Chairman hoped that PlanD could note Members' views and provide more detailed information for Members' consideration and discussion during the public consultation stage.

43. Mr Paul ZIMMERMAN enquired the rule of order. He requested that PlanD should consult SDC and respond to Members' views again before submitting its application to TPB and that the rezoning proposal would be submitted to TPB only with the consent of SDC. Otherwise, it would be difficult for SDC to serve as the gate-keeper for the proposal upon commencement of statutory procedures.

44. Mr CHU Ching-hong, JP said that DEVB had earlier submitted the land use proposals of 14 sites in Southern District to LegCo. However, DEVB had never consulted SDC on the matter and Members had no knowledge about the locations of the sites. He hoped that DEVB would also brief SDC on the matter as soon as possible

45. The Committee and PlanD agreed to the aforesaid arrangement.

(Post-meeting note: DEVB briefed SDC at its 16th meeting held on 15 May 2014 on the details of housing site that are expected to be made available in Southern district in 2014-15 and 2018-19.)

(Mr AU Lap-sing and Ms CHEUNG Sik-yung left the meeting at 6:42 p.m. and 6:43 p.m. respectively. Dr LIU Hong-fai, JP and Dr YANG Mo left the meeting at 6:45 p.m.)

議程五： 擬議改劃兩幅位於赤柱的土地作住宅發展
(本議程由規劃署提出)
(地區發展文件 13/2014 號)

34. 主席歡迎以下部門代表出席會議：

規劃署

- 港島規劃專員 姜錦燕女士

運輸署

- 工程師／南區及山頂 1 譚桂芬女士

35. 姜錦燕女士表示，目前本港的房屋需求殷切，《2014 年施政報告》宣布政府分別以短、中及長期政策增加土地供應，而中至長期的措施包括新發展區的規劃、岩洞研究及填海建議等。然而，由於該等方案需要時間規劃和開拓，政府必須同步在市區及其邊緣物色適合及具潛力作住宅用途或其他社會所需用途的土地，並在規劃和基建設施許可的情況下適度提高發展密度，以增加住宅單位供應。規劃署一直協助物色適合及具潛力發展作住宅用途的用地，南區共有 14 幅，惟部分土地仍須進行技術和可行性研究，需較長時間處理，待完成後才諮詢區議會。而署方是次在向城規會提交改劃建議前，先就兩幅位於赤柱，已經完成檢討的土地諮詢南區區議會，以期擬議改劃作住宅用途。

36. 姚昱女士利用電腦投影片（參考資料四）簡介赤柱兩幅土地的情況和擬議改劃用地的詳情。

37. 區諾軒先生、柴文瀚先生、陳李佩英女士、張錫容女士、馮仕耕先生、羅健熙先生、麥謝巧玲女士、徐遠華先生、楊默博士及司馬文先生提出以下意見及查詢：

支持

- (a) 兩幅土地毗鄰低密度屋苑富豪海灣。富豪海灣落成後大大改善附近環境，相信額外發展 222 個單位對附近的環境影響有限，反而能提升景觀，並改善治安；
- (b) 兩幅用地位於鄉郊位置，欠缺交通配套，難以發展公營房屋。在房屋需求殷切的大前提下，於該處發展低密度住宅能平衡整體房屋的供應，並兼顧社會不同階層的住屋需要；
- (c) 本港社會以發展經濟為主，擬議方案有助吸引外地專才來港定居發展及外商投資，同時有助增加政府的財政收入。政府可利用賣地收益興建更多公營房屋及制訂其他福利措施，讓基層市民受惠；以及
- (d) 認同不斷發掘適用土地發展房屋的需要，相信相關部門會以專業判斷於個別土地發展合適的房屋類型。希望相關部門繼續物色更多適合用地興建公營房屋，以顧及基層市民的需要。

反對或有保留

- (a) 不反對增加整體的房屋供應，並支持規劃署繼續物色合適的土地。然而，富豪海灣最近的單位售價由 8 000 萬元至 1 億 2 000 萬元不等，對普羅市民來說可謂是天文數字。兩幅用地合共只提供 222 個住宅單位，與政府十年內興建 47 萬個單位的目標相比只是冰山一角，不但無助紓緩樓價高企的壓力和基層市民急切的住屋需求，更會加劇社會貧富懸殊的問題；
- (b) 區議會曾向政府當局建議在南區其他用地發展住宅，包括黃竹坑警校用地（下稱「警校用地」），惟相關部門對建議一直不置可否。重申要求規劃署認真考慮善用警校用地發展住宅的建議，以真正紓緩本港的房屋壓力；
- (c) 近年，政府開發綠化地帶的計劃往往未能惠及基層市民，而且有掠奪公共資源以滿足一小撮富豪之嫌，對普羅市民極不公平。赤柱素為鄉郊地帶，環境恬靜優美，反對在「綠化地帶」興建任何住宅；
- (d) 雖然 222 個單位數目不多，但低密度住宅居民大多依靠私家車代

步，以平均每戶擁有兩輛私家車計算，每天的車流量已多達 800 多架次。海灣區和赤柱一帶現時的交通量已達飽和，加上擬議的赤柱多層停車場，赤柱灘道、赤柱新街及赤柱村道一帶的車流將大大提高，絕不能承受每天額外 800 多架次的車流量；

- (e) 擔心相關部門高估市場對擬議 222 個低密度住宅單位的需求，以致拍賣土地時交投淡靜，政府最終或會賤賣土地。若發展商以低價投得用地後以豪宅價格出售，恐有官商勾結之嫌，希望相關部門認真考慮箇中利弊；以及
- (f) 規劃署處理改劃項目總是獨立進行，即使委員會通過規劃署是次改劃赤柱兩幅土地的建議，亦不代表署方日後會積極回應區議會的訴求和基層市民的需要，故希望一眾委員保持清醒，齊心反對項目，並強調政府應加強物色土地的諮詢程序，不要閉門造車；以及
- (g) 社會不同階層均有住屋需要，故市場提供不同類型的房屋是健康現象。然而，相關部門每次只就個別改劃土地用途諮詢區議會，獨立而言，每項改劃建議所造成的交通影響的確有限，但由於交通影響會不斷累積，多項改劃建議帶來的實際交通影響將非常深遠。因此，相關部門應就區內整體的土地規劃諮詢南區區議會，交代當局正考慮哪些用地，以便區議會評估全盤情況後提供較全面的意見，作出最明智的抉擇。在欠缺詳細資料的情況下，無法支持上述改劃建議。

38. 姜錦燕女士就委員的意見及查詢綜合回應如下：

- (a) 是次會議為規劃署就擬議改劃兩幅赤柱用地進行諮詢的第一步，署方先聆聽委員的意見，然後才會把建議正式提交城規會審議。若城規會同意上述建議，擬議修訂會按《城市規劃條例》刊憲，並啟動法定公眾諮詢程序；
- (b) 根據長遠房屋策略督導委員會的建議，政府將於未來十年提供 47 萬個單位，當中六成為公營房屋，四成為私人住宅，故擬議改劃赤柱兩幅用地作私人住宅只是其中的部分建議；
- (c) 在物色土地時，署方會考慮該幅土地是否適合發展作住宅用途，並考慮擬議發展參數與附近環境是否配合和相容。南區坐擁不少低層低密度的住宅發展，擬議改劃作住宅用途的兩幅位於赤柱的土地，坐落於富豪海灣旁，較適合發展作低密度住宅。現行的改劃建議並不代表署方只着眼豪宅的供應，其實早前署方聯同房屋署曾向區議會簡介在薄扶林區已物色了數塊適合發展作公營房屋和重建華富邨的土地；
- (d) 在改劃土地用途前，規劃署會先徵詢相關部門的專業意見，確保擬議發展的可行性和不會對當區造成不可接受的影響，才會對外公

布。署方理解區議會希望早日得悉政府在南區物色用地的整體情況，發展局會盡快安排向南區區議會介紹位於南區適合改作房屋發展的用地；以及

- (e) 至於改劃現為「政府、機構或社區」用途的土地，除非得到相關政策局/部門的同意，否則署方不能隨意要求改劃土地用途。根據目前資料，保安局和警務處均表示暫時無意搬遷位於黃竹坑的香港警察學院。

39. 譚桂芬女士補充表示，擬議改劃兩幅赤柱用地作低密度住宅對交通的影響有限。

40. 朱慶虹太平紳士、區諾軒先生、陳李佩英女士、羅健熙先生、徐遠華先生及司馬文先生繼續提出以下意見及查詢：

支持

- (a) 來往香港航海學校至赤柱監獄的公共交通工具經常空載，反映黃麻角道一帶的人流量和車流量偏低，相信改劃兩幅用地作住宅用途後對交通的影響有限；
- (b) 以往黃麻角道雜草叢生，感覺荒涼，富豪海灣落成後大大改善附近環境和景觀；以及
- (c) 赤柱紅山半島、浪琴園和淺水灣等地的低密度住宅一直吸引專業人士居住，區內對國際學校的需求亦不斷上升。當局有需要提供適當的住屋和社區配套設施，以吸引外地專才來港發展和投資。

反對或有保留

- (a) 詢問改劃兩幅用地對現有樹木的影響；
- (b) 希望署方於會後提供正考慮於南區用作發展住宅的所有地點，尤其是壽臣山、海灣區及赤柱一帶的用地名單，以便運輸署交代赤柱整體的交通規劃；
- (c) 改劃兩幅用地須犧牲珍貴的「綠化地帶」，但擬議的 222 個單位無助解決本港整體的房屋需求，絕對得不償失；
- (d) 較多委員持反對及有保留意見，詢問規劃署會否繼續向城規會提出改劃建議。若然，對署方諮詢區議會的意義和誠意存疑；
- (e) 黃竹坑以前為鄉郊地區，適合用作警校用途，但現時已發展為市區，繼續將該處用作警校實在不合時宜。據悉，政府在新界東北發展已預留足夠土地作警校用途，警務處處長早前亦向區議會表示元朗警

校將搬往新界東北，相信已預留的面積亦足以容納黃竹坑警校設施。在土地需求急切的情況下，政府用地往往得以保留，規劃署反而三番四次犧牲社區的綠化用地發展住宅。理解保安局和警務處不會自動請纓，主動提出放棄警校用地，但作為同一團隊，各個政策局和部門理應配合政府的施政綱領，規劃署更有責任向行政長官和相關政策局反映區議會的訴求和建議。要求署方認真研究利用警校用地發展住宅的可行性，以解決民生的燃眉之急；以及

(f) 重申署方或高估了改劃兩幅赤柱用地的住宅需求。

41. 姜錦燕女士就委員的意見及查詢綜合回應如下：

- (a) 規劃署曾就「政府、機構或社區」用地進行整體檢討，惟署方不能在沒有相關政策局或使用部門的同意下改變該些土地用途。即使部分土地現時只作為政府機構的短期用途，若有相關政策局／部門表示有需要保留，該用地亦不能釋出作其他用途。署方曾就可否搬遷警校徵詢相關政策局／部門的意見，惟對方表示無意搬遷警校設施。署方可按區議會的要求再次向相關政策局和部門反映，惟不能承諾有突破進展；
- (b) 在出售土地前會進行樹木普查，屆時將可提供須予以砍伐、保留、移植或遷移的樹木數目；以及
- (c) 署方收集委員的意見後，會再徵詢相關部門和政策局的意見，並把建議和委員的意見一併提交城規會考慮。若城規會同意修訂，大綱草圖將會刊憲及進行公眾諮詢。

42. 主席總結時表示，委員會對規劃署向城規會提交改劃兩幅用地的建議前，先徵詢區議會意見的做法表示歡迎，並認為有關做法值得鼓勵。發言的十位委員當中，有三位委員支持有關建議，認為政府在發展房屋用地時須兼顧社會不同階層的需求，並顧及本港整體的經濟利益；其餘七位則對建議有保留或表示反對。規劃署須提供改劃土地用途的詳細資料，例如社會對豪宅的實際需求、署方於南區考慮作住宅用途的其他用地名單，以及其他地區對署方改劃土地用途的取態，讓委員因應地區和全港的整體情況作出考慮。在沒有充足資料的情況下，委員會認為擬議計劃未見需求之利，先見交通和綠化用地受損之害。然而，畢竟是次會議只是署方的第一輪諮詢，主席希望署方備悉委員的意見，並在進行公眾諮詢階段提供更詳細資料，供委員考慮和討論。

43. 司馬文先生提出規程查詢，要求規劃署在向城規會提交申請前再次諮詢區議會，回應委員提出的意見，並在獲得區議會的同意後才向城規會

提出改劃建議，否則一旦法定程序展開，區議會便難以把關。

44. 朱慶虹太平紳士表示，發展局早前已向立法會提交 14 幅南區用地，但從未就該些用地諮詢南區區議會，議員對相關地點一無所知，希望相關部門盡快一併向區議會交代。

45. 委員會和規劃署同意上述安排。

(會後補註：發展局已於 2014 年 5 月 15 日的南區區議會第十六次會議簡介 2014-15 至 2018-19 年度在南區提供的房屋用地的詳情。)

(歐立成先生及張錫容女士分別於下午 6 時 42 分及 6 時 43 分離開會場。廖漢輝太平紳士及楊默博士於下午 6 時 45 分離開會場。)

議程六： 海灘道空氣污染事宜
(本議程由馮仕耕先生提出)
(地區發展文件 14/2014 號)

46. 主席表示，由於是次會議的議程眾多，為加快會議流程，建議委員就類似的意見作簡單表態即可。

47. 主席歡迎以下部門代表出席會議：

環境保護署 (下稱「環保署」)

- 環境保護主任 (流動污染源) 31 朱淑玲女士

香港警務處

- 西區交通隊主管 劉榮富先生

48. 馮仕耕先生簡介提出議題的原因，內容摘錄如下：

- (a) 每日都有數以百計的旅遊巴在海灘道停泊，而且在車上等候旅客的司機往往開着空調，任由引擎空轉。除了海灘道外，南區另有兩個車輛引擎空轉黑點，但執法人員於 2013 年在整個南區只發出六張定額罰款通知書，數字實在太少。他相信只要相關部門積極執法，上述黑點的空氣污染情況即能有所改善；
- (b) 他一直就海灘道車輛引擎空轉問題致函環保署，署方曾於 2013 年

**Agenda Item 4: Land Use Review –Sites Suitable for Conversion for Housing
Development in the Short to Medium Term**

34. The Chairman said that as the discussion time for agenda item 1 had exceeded the scheduled duration by 30 minutes, the government representatives in attendance for discussion of agenda item 4 had been waiting for a long while. He thus suggested discussing agenda item 4 first.

35. Members agreed to the aforesaid suggestion unanimously.

(Mr Eric MA Siu Cheung, JP, Mr Kevin CHOI, Mr Allen FUNG, Ms Ginger KIANG, Miss Isabel YIU, Mrs Connie LAI, Mr Harry CHAN and Mr Alan TAM joined the meeting at 4:05 p.m.)

36. The Chairman welcomed Mr Eric MA Siu Cheung, JP, Under Secretary for Development, Mr Kevin CHOI, Principal Assistant Secretary (Planning & Lands)², Mr Allen FUNG, Political Assistant to Secretary for Development and the following representatives from relevant departments to the meeting:

- Ms Ginger KIANG, District Planning Officer/Hong Kong, Planning Department (PlanD)
- Miss Isabel YIU, Senior Town Planner/Hong Kong 1, PlanD
- Mrs Connie LAI, Chief Planning Officer/1, Housing Department (HD)
- Mr Harry CHAN, Senior Planning Officer/1, HD
- Mr Alan TAM, Senior Engineer/Southern & Peak, Transport Department (TD)

37. The Chairman said that the Development Bureau (DEVB) wished to brief the Southern District Council (SDC) on the details of the housing sites that were expected to be made available in Southern District in the coming five years and consult Members' views. He invited Mr Eric MA Siu Cheung, JP to briefly introduce the paper, to be followed by Members' enquiries and comments.

38. Mr Eric MA, JP gave a brief introduction as follows:

- . in response to the views expressed by SDC and the community earlier on, representatives of DEVB and the relevant government departments briefed Members on the land use rezoning in the coming five years especially from a more macro point of view;
- . housing was the livelihood issue about which the Hong Kong public concerned most. In view of this, the Government had formed the Long Term Housing

Strategy Steering Committee (Steering Committee). The aim was to provide in the coming decade 470 000 housing units, among which 60% were public housing and the remaining 40% were private units;

- among the new flats involved in the Southern District rezoning proposal, over 60% of the population in-take or housing units belonged to the category of public housing;
- the Government must increase the supply of housing land to meet the public need. It thus adopted a multi-pronged approach to increase land supply. It was hoped that by optimising the use of existing land and creating new land through continuous and systematic measures, land supply in the short, medium and long term could be increased;
- the Policy Address proposed a series of measures for increasing land supply, which included reviewing the use of land such as the existing Green Belt (GB) sites and Government, Institution or Community (G/IC) sites, as well as studying the feasibility of increasing the development intensity of residential sites as far as permissible in planning terms;
- earlier on the Government had publicised the preliminary review findings. It was expected that 152 sites would be rezoned in the coming five years for providing 210 000 units. The relevant sites were distributed in 16 of the 18 districts of Hong Kong, of which 14 sites were located in Southern District;
- SDC was briefed on the status of the 14 sites at an especially early stage in the hope that Members would learn about the Government's broad schedule for land use rezoning;
- four of the sites were related to the redevelopment of Wah Fu Estate. Earlier on HD had already submitted the basic information to SDC for reference. Since detailed planning and studies were required, HD would in due course introduce the plan to SDC and consult DC members again. As this project was relatively complicated, HD would need longer time for study;
- two sites on Wong Ma Kok Road to be rezoned covered smaller areas and would have relatively smaller impacts. A briefing had already been given to SDC earlier, during which Members had raised some comments and enquiries for DEVB's follow-up;
- the areas of the remaining eight private housing sites were larger and technical studies were required in advance. Therefore, the relevant information could only be submitted for SDC's reference and comments at a later stage. At present, the paper could only show the general locations of the eight sites;
- the Government understood that land use rezoning might have traffic, infrastructural, environment, visual and air ventilation impacts on the nearby residents. Relevant departments would definitely conduct detailed studies in

advance to ensure that no unacceptable impacts would be caused to the residents before submitting the proposals to SDC; and

- Ms Ginger KIANG would further introduce the details and profiles of the 14 sites.

39. Ms Ginger KIANG gave a brief introduction as follows:

- . Annex 2 of the paper had specified the locations, existing land use zoning and the planned housing types of the 14 sites;
- . consultation on the first two sites at Wong Ma Kok Road had been carried out at the meeting of the District Development and Environment Committee (DDEC) in March 2014. Having regard to the low-rise low-density residential nature and nearby environments, the Administration considered that the two sites were more suitable for private housing development;
- . a total of four sites, i.e. the third to the fifth sites plus the last site located in Kai Lung Wan, were related to the redevelopment of Wah Fu Estate. As the projects were relatively complicated, a longer time would be required for undertaking detailed technical assessments by HD and concerned departments. As the first three sites covered smaller areas, it was expected that they could be released for development earlier. As for the site in Kai Lung Wan, since it covered a larger area and the site condition was more complicated, it was expected that the site could only be used for development after 2016-17;
- . the sixth site was at Lee Nam Road, Ap Lei Chau. The remaining seven sites were near Ma Hang, Stanley, in Shouson Hill, Tai Tam, etc.;
- . detailed development parameters of the individual sites, including plot ratio, site area, estimated number of units, etc., could only be determined upon completion of technical assessments and studies to be undertaken by concerned departments. As an initial estimate, the 14 sites would produce about 10 000 housing units, among which over 60% were public housing while the others were private housing. This was in line with the targets of the Long Term Housing Strategy; and
- . the estimated land availability year of each site was determined based on the different technical assessments and studies required for different sites. The first two sites were expected to be available for development in 2014-15 and the three sites related to the redevelopment of Wah Fu Estate in 2015-16. The relevant studies on the remaining sites could only be completed in or after 2016-17.

40. The Chairman queried that as the 14 sites were tentatively estimated to produce about 10 400 housing units, such accurate figures could conceivably only be derived from a well-established basis of reference.

41. Ms Ginger KIANG responded that PlanD would taking account of planning considerations, including land use compatibility, availability of access roads to the site, gradient of the site did not exceed 20 degrees, availability of infrastructure, etc., in carrying out land use review to identify suitable and potential sites for residential development. PlanD would consult concerned bureaux and departments on the preliminary comments on the potential site identified. However, detailed technical assessments and studies had not been conducted at this stage. As such, detailed information such as development parameters, intensity, etc. could only be available upon completion of the relevant studies. The estimated housing units mentioned in the paper were rough estimation based on the existing development intensity in the vicinity of the sites.

42. Mr AU Nok-hin remarked that according to the paper submitted by DEVB, the purpose of rezoning for increasing housing supply was to address the housing needs of the grassroots who were waiting to move into public rental housing (PRH) and had pressing needs to improve their living environment. However, it seemed that the list of 14 sites in the Southern District could not tie in with the targeted ratio of 60:40 between public and private housing as suggested by the Steering Committee. Apart from a few sites related to the redevelopment of Wah Fu Estate, most of the sites would be used for developing private housing, or even luxury housing. Among those 14 sites proposed by DEVB, nine were located in traditional luxury residential areas such as Stanley, Tai Tam, Shouson Hill, while eight were originally zoned as GB sites. Taking some property transaction records in the vicinity of Shouson Hill as examples, the transaction price of a unit at Pine Lodge was \$35 million, while the latest transaction price of a unit at Shouson Garden even reached \$70 million. It was such a high price that even the middle class could not afford to buy. He queried how the Government could address the housing needs of the grassroots by increasing the supply of these luxury units. If such developments could not help alleviate the housing problem that the grassroots were facing, he would object to DEVB's proposal to rezone nine sites in Stanley, Tai Tam and Shouson Hill.

43. Mr LAM Kai-fai, MH hoped that DEVB or PlanD could first clarify whether the sites requiring amendments to their respective statutory plans would be rezoned as residential sites of different classes, such as high, medium or low density residential sites, whether the Lee Nam Road site was a high density residential site and how many units could be constructed. He also wished to know whether the site would be restricted to private residential use after being rezoned to residential use, and whether new application had to be submitted to the Town Planning Board (TPB) if the site was to be converted to public housing site in future.

44. Mrs CHAN LEE Pui-ying said that the general public hoped to have their own

homes. But given the existing high costs of land and housing, many grassroot and young people could not afford the costs. She and other DC Members had earlier on requested DEVB to develop the Kai Lung Wan site for constructing additional public housing. At this meeting DEVB had introduced the development plans of 14 sites in this district, but it had not indicated in detail the number of units to be provided. She hoped that DEVB could provide more detailed information later so that DC Members could consult the residents' views. She pointed out that DC Members worked for the benefits and rights of the residents. They thus wished to collect the residents' views on DEVB's proposals and in turn accurately reflect their views to DEVB.

45. Mr CHU Lap-wai said that SDC had all along been gravely concerned about the housing needs of the grassroots. He had frequently received requests for help from residents who wished to move into PRH units in the Southern District. He believed that the redevelopment of Wah Fu Estate would become an important source of increasing grassroot housing supply in the Southern District, and thus hoped that DEVB would expedite the redevelopment process. Recently, he had consulted the views of 110 households of Wah Fu Estate. Over 90% of the respondents considered Kai Lung Wan an acceptable site for re-provisioning. He thus wished to know the planning and development schedule for the Kai Lung Wan site as early as possible. At the same time, he opined that the site of Hong Kong Police College (HKPC) at Wong Chuk Hang was worth considering, whether it was to be used for developing public or private housing. He pointed out that although the Kai Lung Wan site was a GB site, in view of the scale and geographical location of the redevelopment of Wah Fu Estate, the residents generally accepted this site.

46. Mr FUNG Se-goun supported the Government's efforts in actively identifying land to build public housing for the grassroots, and hoped that the redevelopment of Wah Fu Estate could be implemented and works could be commenced as soon as possible. As for the sites near Stanley and Shouson Hill, most of them were GB sites and there were only low density residence in the vicinity. The roads were built 40 or 50 years ago and were quite narrow. If population increased, it would impose heavy burden on the traffic. Therefore, he objected to DEVB's consideration of developing the sites concerned.

47. Mr TSUI Yuen-wa raised comments and enquiries as follows:

- he hoped that DEVB could consider his proposal of rezoning the existing HKPC site at Wong Chuk Hang to residential use;
- . when he first put forward the proposal, he had already considered various difficulties encountered by the Government. Therefore, he did not request the Government to rezone the entire site for building public housing. Instead, his

proposal was to create an integrated community. Part of the site could be used for building public housing to rehouse the residents affected by the redevelopment of Wah Fu Estate while the remaining part could be used for building Home Ownership Scheme (HOS) housing, private housing, or even quarters for the disciplined services;

- it took time for DEVB to proceed with the amendments to the statutory plans of the sites concerned, which probably could not be completed within five years. He questioned why DEVB did not consider relocating HKPC to vacate the suitable site for the planning of housing;
- he pointed out that the HKPC site was a large flat land and was thus suitable for building houses;
- he could not understand why DEVB and the relevant departments were so short-sighted as to choose the impractical and difficult way instead of considering his proposal which had gained support from more and more Members; and
- he believed that the above proposal would be greatly advantageous to the overall development of the Southern District. At the same time, it would also benefit the redevelopment of Wah Fu Estate and the future redevelopment of Yue Kwong Chuen, thus alleviating the housing problem of Hong Kong.

48. Mr AU Lap-sing opined that DEVB increased housing supply by rezoning open space. But given the limited amount of land, the problem simply could not be resolved. He had thus all along been opposing DEVB's proposal of rezoning open space for public housing development. He pointed out that if the Government wished to help the residents affected by the redevelopment of Wah Fu Estate, it should immediately buy back the property above the Wong Chuk Hang Mass Transit Railway (MTR) Station and use it for public housing development and re-provisioning of the residents of Wah Fu Estate. If the Government had reservations about this option, it might consider expediting the development process of the Kai Lung Wan site and re-provisioning the entire Wah Fu Estate there, which would conceivably resolve the problem. Since the development of the Kai Lung Wan site involved changes in planned land use, DEVB must thoroughly consult the views of the residents beforehand.

49. Mr CHAI Man-hon remarked that the current-term Government "was only able to make grandiose statements but was unable to implement its policies". The Government's current attempt to identify housing sites in the Southern District had clearly revealed to the public the Government's ability to address the issue of housing demand and supply in Hong Kong. Among the 14 sites proposed by the Government, nine would be used for developing luxury housing. Eight of these sites were originally zoned as GB sites, which would later become private residential units and private leisure space. One could thus see

that even though the current-term Government had publicised in its election platform that it would help Hong Kong people resolve the housing problem before coming to power, all these eventually turned out to be empty words. A large number of luxury units were only used by a small group of people for property speculation in the market, and had nothing to do with the interest of the general public. He also pointed out that DEVB had provided insufficient information. There was neither a specific plan nor a broad schedule for the development progress. In order to conceal the reality of providing nine sites for luxury housing, the current-term Government had mixed them up with the Wah Fu Estate redevelopment site in an attempt to fool the public. He opined that the current-term Government only cared about the rich rather than the grassroots and the middle class. Neither did it have the ability to make any contribution to the long-term housing development of Hong Kong. It should thus feel ashamed to face Hong Kong people. He emphasised that the current-term Government had failed to gain the trust of the public and the proposal of developing GB sites into luxury housing was downright unacceptable. He thus raised an objection against the proposal and called for other Members to jointly object to the proposal.

50. Ms CHEUNG Sik-yung remarked that she had already indicated her objection when DEVB consulted SDC on two sites at Wong Ma Kok last time. Currently, the public housing supply was in shortage all over Hong Kong. Many residents in the Southern District hoped for “local rehousing”. But as public housing supply was scarce in the district, they could only wait for a long time. She urged the Government to accord priority to increasing public housing supply and study the feasibility of redeveloping Wah Fu Estate in the Kai Lung Wan site as soon as possible. Moreover, the area of HKPC in Wong Chuk Hang was about three times that of Wah Fu Estate. Taking into consideration the public housing needs of the residents in the district, the Government should proactively consider optimising the use of the site. She also wished to know whether the site at Lee Nam Road, Ap Lei Chau had to be used for private housing development, and pointed out that the site had the required conditions for public housing development. She stated that before completion of South Horizons, Ap Lei Chau Estate had already existed. Therefore, the property prices would not be affected there. She suggested that the Government should consider developing public housing at Lee Nam Road. She reiterated that she objected to rezoning GB sites for private housing development.

51. Mrs Ada MAK TSE How-ling said that the area of the Kai Lung Wan site was three times that of the three sites in Pok Fu Lam. She did not understand why DEVB studied the latter first, while Kai Lung Wan would not be studied until 2016-17. The residents in Wah Fu Estate longed for redevelopment as soon as possible so as to improve the living environment. It was puzzling that such a large site in Kai Lung Wan was not

considered first, while the sites with smaller areas were accorded priority. She also opined that the site at HKPC should be optimally used for long-term housing development plan. She stressed that if there were insufficient transport ancillary facilities, she would not support developing additional luxury housing in the district. Since residents of luxury apartments would not use public transport, the additional private cars would impose a heavy burden on the traffic load there. As such, she objected to rezoning the site for developing luxury housing.

52. Mr LO Kin-hei commented that the Government's objective to identify land for housing development remained merely a slogan. The Government had no sincerity and determination to address the actual housing needs of the general public and the middle class in Hong Kong. Members had proposed several times the HKPC site or other potential sites for development. However, it turned out that the Government still insisted on making use of sites for luxury housing, and the information paper submitted to SDC for discussion also contained the proposal of rezoning GB sites for developing luxury housing. As a result, he did not see how the Government could persuade the public that it was "addressing people's pressing needs" and seriously handling their housing problem, which was an important part of their daily life. He queried that under the circumstances that the Government indicated neither its sincerity nor its determination, the consultation with SDC was a show only. The Government would ultimately persist in going its own way. The SDC had already expressed its views clearly, saying that DEVB should consider utilising the HKPC site. But it was not known whether DEVB would dare to propose to the Security Bureau (SB) the relocation of HKPC to the New Territories. He could not see why a police college had to be located near the railway line and in the vicinity of the Ocean Park. Since its establishment in 1940s, its location had fallen behind the development of the community as a whole. He urged DEVB to show its sincerity and determination by starting discussion with SB as soon as possible on the relocation of HKPC so that the urban site could be vacated for public housing development.

53. Ms LAM Yuk-chun, MH objected to rezoning GB sites as private housing sites, and remarked that public housing supply was in acute shortage in the Southern District. Some residents were not able to move into PRH units in the district after waiting for six years. She thus hoped that the redevelopment of Wah Fu Estate would be an opportunity for re-planning and increasing public housing supply in the district. She also hoped that the Kai Lung Wan site could be planned together with several other sites in Pok Fu Lam in an integrated manner so that planning could commence before 2016-17.

54. Dr YANG Mo, PhD opined that some Members were quite radical. He remarked that Members should have basic trust in the Government and should not presume that the

Government was uncivilised and unreasonable. Instead, they should believe that the Government considered problems in a rational manner and worked for the benefits of the public and long-term development of Hong Kong. He was also of the view that balance should be struck between environmental protection and development. If we had only focused on the environment and caused hindrance to development, Hong Kong would have remained a fishing village just like one or two centuries ago. He supported comprehensive development of the Southern District. But he also agreed that the supply of different types of housing should be properly balanced to take care of the needs of different sectors in Hong Kong.

55. Mr CHAN Fu-ming, MH remarked that all Hong Kong people hoped the Government to build more houses. Being a popularly elected DC Member representing the grassroots, he had received a lot of requests for help relating to the housing issue in his daily work. He remarked that DEVB proposed converting GB sites to residential use. But these GB sites were located in areas with many luxury residential units. If the developers did not use the sites for developing luxury housing, it would seem that the development was not in harmony with the original environment. As such, it was difficult for DEVB to persuade Members to support the proposal which would sacrifice the GB sites. While the Government had reserved sites for public housing development, it had procrastinated in announcing the details, such as the expected number of units to be constructed, the time frame for the redevelopment of Wah Fu Estate and the rehousing of the Wah Fu residents. He agreed with Members' proposal of re-provisioning HKPC and thought that public and private housing could be constructed there at the same time. He thus hoped that DEVB could proactively identify a suitable site in the northern New Territories for re-provisioning HKPC.

56. Mr YEUNG Wai-foon, MH, JP raised comments and enquiries as follows:

- the sites to be rezoned by DEVB for the redevelopment of Wah Fu Estate included a GB site in Kai Lung Wan. Huge psychological obstacles had to be overcome in rezoning GB sites. However, in order to redevelop Wah Fu Estate, he could only accept the proposal of rezoning the GB site in Kai Lung Wan for building public housing since there was no alternative;
- . he understood that rezoning the Kai Lung Wan site would have impacts on the living environment of the residents nearby. He hoped that the impacts could be mitigated with the support of appropriate architectural technologies and design;
- . other luxury housing lots, in particular the GB sites to be rezoned to luxury residential use, could not address the housing needs of the grassroots. Therefore it was difficult to accept the relevant proposal; and

- he did not object to Members' suggestion that the Administration should study the feasibility of re-provisioning HKPC to tie in with the long-term development and planning, but opined that it had to be balanced with society's need for security. The relocation of HKPC could not be completed in a short period of time, and was a long-term measure that required meticulous and complicated inter-departmental collaboration.

57. Mr Paul ZIMMERMAN raised comments and enquiries as follows:

- at a DDEC meeting earlier on, Members did not support the proposal of rezoning the site at Wong Ma Kok Road, Stanley, nor did they support DEVB's submission of the proposal to TPB, because DEVB had not provided sufficient information. While DEVB came back with the proposal again at the meeting today, Members still could not obtain sufficient information to support the plan;
- he made a comparison with information received from HD for the proposed rezoning of sites in Pok Fu Lam. Although specific information such as the site area and the plot ratio, etc. was not provided HD had demarcated the boundaries of the site. Similarly, PlanD should provide clear details as far as possible. Seeking the support of SDC just by roughly marking several locations on the map was a very improper practice. SDC should clearly indicate that it did not support submission of the rezoning application in respect of the site at Wong Ma Kok Road to TPB;
- the shortage of various types of housing in Hong Kong was a very serious problem, yet the plans proposed by DEVB could not solve the problem. DEVB had only listed a few sites it considered usable quickly in the district instead of putting forward plans for the sustainable development of the Southern District overall;
- the Government's proposal involved relaxing the moratorium in force in Wah Fu Estate, Pok Fu Lam. In future, the developers would query why the moratorium of other places in Pok Fu Lam could not be relaxed. Similarly, if the Government could rezone the sites in Stanley for housing development, private land owners in the district would also query why they could not develop their own land in future;
- if the development of the sites in the Southern District was approved, the daily intermittent closure of the Aberdeen Tunnel would definitely be even more serious. The Government could not blindly believe the commissioning of the new MTR line could resolve the traffic problems in the district, because the commissioning of the new MTR line might reduce the number of buses but could not resolve the congestion problem in the Aberdeen Tunnel. In addition, DEVB's proposed housing was mainly private housing where many residents used private cars for

transport instead of buses. It was impossible for such a proposal to achieve sustainable development;

- currently, the traffic at the junction of Victoria Road and Pok Fu Lam Road had already been overloaded frequently. However, the Government further proposed to develop housing at the site. He queried whether the Government could resolve the traffic problems there. The Government should not examine the ways to resolve the traffic problems after the proposal was endorsed and being implemented. Instead, it should consider the overall land planning beforehand;
- . SDC had submitted to the Government an ideal proposal of relocating HKPC at Wong Chuk Hang. The facilities in HKPC were easy to move and could more easily be compatible with the surrounding environment at Chi Fu, even if they were moved to GB sites. Besides, the HKPC site was near Wong Chuk Hang MTR Station. If the site was developed for housing, the residents could then directly take MTR and enjoy travel convenience;
- . the traffic at the junction of Stanley Main Beach and New Street was very congested. He queried whether additional provision of housing was compatible with the nature of the site as a tourist spot. He emphasised that housing planning should tie in with the sustainable development of Stanley. In the long term, Stanley should be developed into a place with good living environment for the residents and opportunity for tourism development; and
- . although SDC had raised the above issues at the previous meeting, no response from the Government had been received. He opined that it would be very inappropriate if the Government simply hoped to forcibly secure the endorsement of the rezoning plan. He emphasised that SDC should neither endorse the rezoning proposal nor support DEVB's submission of the proposal to TPB for vetting. He requested DEVB to provide SDC with more detailed information.

58. Ms CHAN Judy Kapui said that she welcomed housing development, but opined that the information provided by DEVB was insufficient. She pointed out that while the 14 sites proposed by DEVB had a capacity of providing over ten thousand housing units in total, and PlanD said most of them would be PRH units, information showed that only four of the 14 sites would be used for building public housing. She therefore requested that more details such as the site area and number of units, etc. be provided for further consideration. She remarked that currently there was huge demand for public housing in the community, while the demand for private buildings was relatively small. Therefore, GB sites should not be sacrificed for developing private buildings. She also reminded DEVB not to over-estimate the function of the new MTR line upon its commissioning in resolving the traffic congestion problem in the Southern District. She pointed out that since the MTR had a limited passenger capacity, and the current traffic condition around Lee Nam Road was

already very congested, the location was not suitable for developing additional private or public housing.

59. Speaking in his capacity as the SDC Member representing Chi Fu Constituency, the Chairman said that the residents of Chi Fu were very worried about housing development near Chi Fu. He pointed out that, back then when the Government decided to restrict the development of Pok Fu Lam, it was due to consideration that the area would be unable to bear the traffic burden. As at the day of the meeting, he had yet to see any improvement in the traffic of Pok Fu Lam Road and Aberdeen Tunnel. The situation was only getting worse, so additional housing development would only overload the traffic. As for a selected site located at Wah Fu North, the Outline Zoning Plan had already specified that view-blocking buildings could not be constructed at the sea-facing location of Pok Fu Lam Road, Chi Fu. If housing was built at the location, members of the public might file judiciary review applications in future, and the progress of the entire redevelopment of Wah Fu Estate would then be slowed down. Moreover, the location was currently a parking lot, and the Southern District had huge demand for parking lots. If the Administration was unable to identify a site for the re-provisioning of the parking lot, many coaches and school buses would have no place to park, which might result in illegal parking. He opined that DEVB's proposal was not only unable to resolve the public's housing problem, but also made the problem more complicated. Furthermore, according to the information previously provided by HD, it was worried that if housing was built at all six of the Pok Fu Lam sites, the "wall effect" would be created. The entire area would then be enclosed, and air ventilation would be blocked, which would cause significant impacts to the living environment of the residents, and would even increase the temperature of the area. It was because DEVB's plan had a number of problems that SDC proposed to make optimal use of HKPC's 20 hectares of land for public housing development. The area of the site was approximately equal to that of three Shek Pai Wan Estates, yet DEVB had not given it due consideration. He fully supported the redevelopment of Wah Fu Estate, but considered that the redevelopment should be implemented under the concept of "expanding Wah Fu Estate", rather than causing all sorts of disturbances and triggering oppositions from residents in the neighbourhood, which would not be conducive to the implementation of the redevelopment of Wah Fu Estate in the foreseeable future.

60. Mr Eric MA, JP gave a consolidated response as follows:

- the paper for this meeting, which presented the overall five-year plan, was prepared in response to SDC's request. Members had reflected to DEVB that if the Government consulted SDC on only one or two sites or projects on each occasion, it would be difficult for Members to understand the overall planning.

In view of this, DEVB gave a briefing on the district project planning for the coming five years. However, for many projects, the departments would commence detailed studies only at a later stage and hence only preliminary information could be provided at this juncture. He hoped that Members could realise and understand this;

- at present, only the overall land planning of the Southern District in the coming five years could be introduced. However, once the relevant information was available, DEVB would present it to SDC.
- the redevelopment of Wah Fu Estate was a large-scale project that required thorough planning, which involved facility relocation, traffic assessments and arrangements, etc.. In particular, he understood that the redevelopment of Wah Fu Estate required public transport facilities, or else it would burden the traffic in the area. As a lot of areas were involved, he hoped that Members could understand and be patient. HD would explain to SDC when the time was ripe;
- every site was very valuable. For those sites that were easy to process, HD would consider explaining the plans at an earlier time. For some other sites, certain difficulties were anticipated, and so more time was required for study, resulting in the order of priority;
- only four of the 14 sites would be used for developing public housing. However, since these four sites covered relatively large areas and the number of units to be built was considerable, over 60% of the units could be provided;
- larger sites would generally be allocated to HD for building large-scale public housing, while smaller sites would be considered for developing private housing;
- eight private housing sites would be made available at a later time because more thorough traffic studies were required. TD would conduct the relevant study and then submit the proposal to SDC for discussion;
- after receiving the views on relocating HKPC, DEVB had been keeping contact with SB. However, since HKPC had a long history and there were numerous facilities inside, relocation was not an easy task. In identifying sites for police training facilities, DEVB did not confine the choices to urban areas and would consider locations in the New Territories such as Kwu Tung and Fanling North, but it was not an easy task. In any event, even assuming we could identify a site for re-provisioning HKPC, it was impossible to vacate the Wong Chuk Hang site within a decade or so. The relocation of HKPC proposed by some Members could not meet the short-term and medium-term housing needs. But DEVB would keep close contact with SB to examine whether there was room for integration in the long-term planning;
- he understood the housing needs of the grassroots. Hence, in regard to planning, DEVB would first allocate sites with larger areas to HD for developing public

housing. He hoped Members would understand that the grassroots were not the only class having housing needs in Hong Kong. The middle class should also be taken care of; and

- the Government hoped to rebuild the “housing ladder” in order to increase housing supply for people of different strata. When the “housing ladder” was revitalised, there would be room for gradual improvement in the living conditions of the public.

61. Ms Ginger KIANG gave a response as follows:

- . Mr LAM Kai-fai, MH said that at present, PlanD could only provide preliminarily location of sites to be rezoned for residential use, but did not provide the scale and development parameters. The reason was that PlanD and concerned departments were still required to carry out detailed technical assessments and studies for the sites. At this meeting, only an overview of the results of the land use review in the Southern District was given in response to SDC’s request;
- . at this stage, review and assessments for two sites at Wong Ma Kok Road, Stanley had been completed. Hence, the site areas and development parameters, etc., could be provided. It took time to carry out technical assessments and studies for other sites ;
- . HD would carry out detailed design and elaborate on the matters related to the sites for redevelopment of Wah Fu Estate. Generally speaking, public housing was of high development intensity;
- . for land zoned “Residential” on the Outline Zoning Plan, it would be categorized in accordance with the development intensity as “Residential (Group A)” for high density development, “Residential (Group B)” for relatively lower density, and “Residential (Group C)” with low-rise and low-density development. In general, it would not specify public or private housing under the Notes. Nevertheless, it could be elaborated in the Explanatory Statement if the site was reserved for public housing; and
- . since the technical assessments and studies had yet been completed, she could not provide the development intensity of the proposed sites at this stage.

62. The Chairman summarised Ms Ginger KIANG’s response, saying that a site of high development intensity would be zoned “Residential (Group A)”, but it would not be specified as a public or private housing site, and that the development intensity of the 14 sites had not been determined at this stage.

63. Mrs Connie LAI supplemented that, she understood Members were very concerned about the situation of Wah Fu Estate redevelopment and the development of the five sites in its vicinity, , HD had reported at SDC's special meeting on 21 February 2014 that the planning and design of the five sites had to be completed, and the rehousing units had to be constructed, before the affected residents of Wah Fu Estate could be rehoused to the said sites. In response to a Member's enquiry about why the Kai Lung Wan site was not planned together with the other sites, she clarified that HD was currently planning the five sites together in an integrated manner, since many of the planning matters involved were actually interrelated, e.g. traffic, environment, supporting facilities, visual impacts, air ventilation etc. These would have impacts on one another. However, since the Kai Lung Wan site had more site constraints and was more complicated, e.g. problems with steep slopes, vehicular access, pedestrian entrances, streams and cables, etc., had to be considered in detail, it was expected that the town planning procedures of this site could only start at a later stage. HD was currently discussing the planning and technical assessment requirements with other government departments and public organisations actively. Once information on the preliminary planning and design were available, HD would definitely report to SDC and consult the local community.

64. The Chairman enquired HD about the time it expected to see progress and report to the dedicated committee under SDC.

65. Mrs Connie LAI responded that, and the rezoning procedures would be carried out in 2015-16, according to the schedule set out in the paper for this meeting. In line with this schedule, HD would consult the local community and SDC before carrying out the town planning procedures.

66. The Chairman reiterated the request for HD to consult SDC as early as possible.

67. Mr LAM Kai-fai, MH said that the information provided by the representatives of DEVB and the departments was not clear. Their responses were noncommittal and hesitant. The real intention was probably to develop public housing on Lee Nam Road. Building high-density residence on Lee Nam Road, be it public or private housing, was not acceptable, while developing low-density public housing served very little purpose. In comparison, only low-density private housing could barely be accepted by the residents of South Horizons. He had spent one and a half years negotiating with the Government in opposition to housing development in the petroleum terminal transit depot. In the process, he fully understood the grave concern of the residents of South Horizons about housing development in the vicinity. If high-density private housing was built on Lee Nam Road, the addition of two to three thousand flats would bring about more than 500 vehicles. In

view of the current situation where around 6 200 vehicles went to and from Lee Nam Road in the period from 9:00 a.m. to 6:00 p.m. every day, the additional traffic flow of almost a thousand vehicles would definitely impose great impact on the traffic of Lee Nam Road. As South Horizons Phases 3 and 4 were located along the road side of Lee Nam Road, the residents had to endure tremendous noise nuisance. If DEVB was to develop high-density public housing on Lee Nam Road, the residents of South Horizons would definitely mount strong opposition. Ap Lei Chau Estate West was built earlier than South Horizons. This was not comparable with the situation where additional public housing was developed in the vicinity of private housing which was built earlier. He emphasised that the 9 812 households of South Horizons had spent all their savings to buy their flats. If high-density public housing was built next to them, it would definitely bring down the property prices and the residents would suffer great losses. In addition, he opined that if waterfront sites were used for developing public housing, public housing residents would be able to enjoy the superb sea view without putting in much effort, which would result in class conflicts and division.

68. Mr LO Kin-hei said PlanD had stated that it had available the detailed information of the first two sites at Wong Ma Kok Road because DEVB had already included the two sites in the land sale programme for the second half of 2015. Dr YANG Mo, PhD said that Members should trust the Government but he wondered whether such a Government was trustworthy. When Members were still discussing the rezoning proposal of the sites at Wong Ma Kok Road, the Government had already included them in the land sale programme. Even if Members opposed the proposal, the Government would probably not exclude the two sites from the land sale programme at all. As such, the so-called consultation was meaningless. Even if Members opposed rezoning GB sites for developing luxury housing, DEVB might still be reluctant to abandon the plan. If DEVB had no intention to abandon the plan, the consultation with SDC was meaningless. On the proposal of relocating HKPC, DEVB simply gave ambiguous response stating that it would consider the proposal. On the surface, DEVB responded that it had the intention to implement the proposal. Yet no actual action was taken. Members would thus consider DEVB insincere and untrustworthy. In addition, in response to the comments raised by Mr LAM Kai-fai, MH, he did not agree that all waterfront sites, luxury housing sites or locations with pleasant surroundings were reserved only for private housing development. He emphasised that no matter whether the sites were used for developing public or private housing, DEVB had to provide sufficient information so that SDC could examine the overall development needs, such as the number of flats, the development mode and the need for requesting developers to build pedestrian walkway to the MTR stations, etc. If no detail was given, SDC could not provide any comments.

69. Mr AU Nok-hin said DEVB mentioned that land was needed for private development in order to provide a “housing ladder” for the middle class to gradually improve their living conditions. However, a number of sites set aside by DEVB, especially the sites for luxury residential development located around Stanley, were by no means helping alleviate the home ownership difficulties faced by most people, let alone the problem of long waiting time for PRH units. Using the nine sites for building luxury residential properties named “Wong Ma Kok Towers”, “Tai Tam Towers”, or even “Au Nok-hin Towers” would not help ease the housing problem faced by the general public at all. He pointed out that the strong opposition from SDC was not due to populism, but the uselessness of DEVB’s proposal in resolving the problem. He reiterated it was not the case that SDC had not made better proposals. Members had repeatedly proposed the re-provisioning of HKPC at Wong Chuk Hang. He did not understand why DEVB still considered the proposal infeasible up to this moment. Since DEVB had preferred cutting down trees to using the HKPC site, green groups and various sectors of the community would conceivably query such a decision. He was not completely against development, but since there was a more desirable option for development, he could not understand why DEVB did not consider it. He said that back then he had strongly opposed the development of Sham Wan Towers, a low-density residential estate, but in vain. Now that DEVB proposed housing development in Ap Lei Chau again, he requested DEVB to provide more detailed information for SDC’s consideration, otherwise SDC would not easily endorse its proposal.

70. Mr TSUI Yuen-wa said he understood that Members might oppose housing development in their constituency owing to various reasons such as transport and property prices, etc. However, he agreed with Mr LO Kin-hei that grassroots members of the public should not only be allowed to live in areas such as Tin Shui Wai, Tung Chung or North East New Territories, etc., they also had the right to enjoy sea views and hill views. But it did involve a lot of considerations on the allocation of government resources. Therefore, when putting forward the proposal of developing the HKPC site, he had repeatedly emphasised that an integrated development option should be adopted for the site. Previously he had conducted a questionnaire targeted at the local community, starting with the question whether they supported the conversion and development of the HKPC site, and varied views were collected. Nonetheless, when asked whether the site should be used for integrated development, over 70% of the respondents expressed support. He opined that if DEVB immediately started planning to rezone the HKPC site to an integrated development area, the resistance it had to encounter would be definitely less than after ten years when the above-station property of Wong Chuk Hang Station was completely occupied. Moreover, the South Island Line (East) would be commissioned soon, and the ancillary facilities of the HKPC site were rather complete. The Government did not have to carry out a lot of

preliminary work. It only had to grasp this opportunity of development to benefit the community, and relieve the public's housing pressure. He again wondered why the Government did not consider this proposal, but rather engage in a "blind scramble for land" in other locations, and even tried to rezone GB sites for developing luxury housing.

71. Mr CHAI Man-hon said that it was difficult to understand the appointed Members' mindsets. For instance, Dr YANG Mo PhD mentioned that Members should trust the Government. However, it seemed that the Government only showed favouritism towards the rich. The Chief Executive had promised to help the grassroots and increase the production of public housing prior to inauguration. Nevertheless, the so-called planning was mere lip service. In fact, most of the sites, in particular those rezoned from GB sites, would be used for private housing development. It was hard to trust the Government which acted in such a way. While some appointed Members criticised some Members for being radical, he opined that the radical ones were those who assisted and sided with the Government. He stressed that a balance had to be struck between environmental protection and development. He did not want to see stagnation in the development of society, but hoped that the development would be balanced. Some locations close to MTR stations, having access to sea view or having a pleasant environment could also be used for producing PRH flats or HOS flats. Taking the site at Ap Lei Chau waterfront as an example, he opined that the Government could draw reference from Singapore, and consider constructing flats that fell between public and private housing, such as HOS flats. He suggested that DEVB engage the public to give views on the ancillary facilities, design and outlook of the buildings, and carry out the overall planning of redevelopment of Wah Fu Estate in a more comprehensive and detailed way, thus showing the Government's determination and boldness to tackle the housing problem faced by the public.

72. The Chairman invited Mr Eric MA, JP to give a response.

73. Mr Eric MA, JP thanked Members' for their enquiries and comments, and said that DEVB and the relevant departments would continue to carry out studies as well as reflect the views of SDC. DEVB would also relay to SB the suggestion in respect of HKPC in Wong Chuk Hang.

74. Mr Paul ZIMMERMAN hoped that the Chairman could state clearly in the conclusion SDC's view on the rezoning of the two sites at Wong Ma Kok Road, Stanley. He pointed out that DDEC had indicated at the last DDEC meeting that it did not support DEVB's submission of the proposal to TPB. Therefore SDC should also indicate clearly this time whether it supported submission of the proposal to TPB. He personally opined that the proposal should not be submitted to TPB.

75. The Chairman concluded that SDC welcomed DEVB's consultation on the development plan of 14 sites in the district in the coming five years. Since the community had a huge demand for housing, Members agreed that the Government should identify lands for the development of public and private housing. However, Members generally considered that the Southern District should first resolve the problem of public housing shortage, rather than develop more luxury residential housing. In particular, Members had great reservations on the rezoning of GB sites, and most Members expressed objection to it. Regarding the proposal to rezone the two sites at Wong Ma Kok Road, the Member representing the constituency concerned remarked that further consultation with the residents was required, while most of the other Members who had raised comments opposed the proposal. SDC also urged HD to consult SDC on the development plans of the four sites at Wah Fu North, Wah King Street, Wah Lok Path and Kai Lung Wan, Pok Fu Lam, as early as possible and report the progress. HD was also urged to report to SDC the development plans of the remaining sites one by one.

76. Mr Eric MA, JP said that DEVB would later consult SDC again on the two sites at Wong Ma Kok Road. As for the site for the redevelopment of Wah Fu Estate, HD would later report to SDC again. For the remaining eight private housing sites, studies on various aspects such as the impacts on traffic, etc., would be carried out. Upon completion of the studies, DEVB would report to SDC one by one.

77. The Chairman said SDC also hoped that DEVB would study the proposal of relocating HKPC for the development of public and private housing as soon as possible.

78. The Chairman thanked the representatives of DEVB and other government departments for joining the meeting, and announced a three-minute break.

(Mr Eric MA, JP, Mr Kevin CHOI, Mr Allen FUNG, Ms Ginger KIANG, Miss Isabel YIU, Mrs Connie LAI, Mr Harry CHAN, Mr Alan TAM and Mr TSUI Yuen-wa left the meeting at 5:43 p.m.)

議程四： 土地用途檢討－短中期適合改作房屋發展的用地
(議會文件 36/2014 號) [下午 4 時 05 分至 5 時 43 分]

34. 主席表示，由於議程一的討論超出預計時間三十分鐘，參與討論議程四的政府部門代表等候已久，故建議先討論議程四。

35. 議員一致同意上述建議。

(馬紹祥太平紳士、蔡傑銘先生、馮英倫先生、姜錦燕女士、姚昱女士、黎范小華女士、陳松盛先生及譚頌安先生於下午 4 時 05 分進入會場。)

36. 主席歡迎發展局副局長馬紹祥太平紳士、首席助理秘書長(規劃及地政)2 蔡傑銘先生、發展局局長政治助理馮英倫先生及下列部門代表出席是次會議：

- 規劃署港島規劃專員 姜錦燕女士
- 規劃署高級城市規劃師／港島 姚昱女士
- 房屋署總規劃師(1) 黎范小華女士
- 房屋署高級規劃師(1) 陳松盛先生
- 運輸署高級工程師／南區及山頂 譚頌安先生

37. 主席表示，發展局希望向南區區議會介紹未來五年可於南區提供的房屋用地詳情，並諮詢議員的意見。他請馬紹祥太平紳士先簡介文件，然後再由議員提問及發表意見。

38. 馬紹祥太平紳士簡介如下：

- 因應南區區議會及社區早前表達的意見，局方及相關政府部門代表特別向議員以較宏觀的角度簡介未來五年的改劃工作；
- 房屋是香港市民最關切的民生問題，為此，政府設立了長遠房屋策略督導委員會(下稱「長策會」)，目標是在未來十年供應 47 萬個單位，其中公營房屋佔六成，餘下四成為私人單位；
- 南區改劃建議牽涉的新增單位中，超過 60% 入住人口或單位屬於公營房屋；
- 政府必須增加土地供應興建房屋以滿足市民的需求，故以多管齊下的

方法增加土地供應，希望以可持續及有系統的措施善用現有土地及開發新的用地，增加短、中及長期的土地供應；

- 《施政報告》提出一系列增加土地供應的措施，包括檢討土地用途，如現時的綠化地帶及「政府、機構或社區」用地，以及研究在規劃情況許可下適度提高發展密度，以增加短期的房屋供應；
- 較早前政府公布了初步檢討結果，未來五年期望改劃 152 幅土地，以提供 21 萬個單位，相關土地分布於全港 18 區當中的 16 區，南區佔其中 14 幅；
- 特別提早向南區區議會介紹 14 幅土地的情況，希望令議員了解政府推展土地改劃工作的概略時間表；
- 其中四幅土地與華富邨重建有關，早前房屋署已將基本資料交予區議會參考，由於必須進行詳細的規劃及研究，署方稍後會再向區議會介紹計劃及徵詢意見。由於此項目較為複雜，房屋署需較長時間研究；
- 就兩幅位於黃麻角道的改劃用地，其面積及帶來的影響相對較小，早前亦已向區議會簡介，當時議員提出一些意見及提問希望局方可以跟進；
- 餘下的八幅私營房屋土地面積較大，需要先進行技術研究，故要於較後時間才可將資料提交區議會參考及徵詢意見，現時在議會文件中只能概略顯示八幅土地的位置；
- 政府明白改劃土地用途或會對附近居民帶來交通、基建、環境、景觀及空氣流通等不同方面的影響，相關部門定會先進行詳細研究，確保對居民不會構成不可接受的影響，才會將方案提交區議會；以及
- 會交由姜錦燕女士進一步介紹 14 幅土地的資料和概況。

39. 姜錦燕女士簡介如下：

- 議會文件附件二已詳列 14 幅土地的地點、目前土地用途地帶及規劃將其用作住宅用途的房屋類型；
- 首兩幅位於赤柱黃麻角道用地已在 2014 年 3 月的地區發展及環境事務委員會會議上進行諮詢。考慮到該兩幅土地附近的環境及低層低密度的住宅，政府認為該處較適合用作發展私人房屋；
- 第三至五幅土地加上最後一幅位於雞籠灣的用地，一共四幅土地均與華富邨重建相關，由於項目比較複雜，房屋署及相關政府部門需要較長時間進行詳細技術評估。首三幅用地由於面積較小，預計可較早用作發展；雞籠灣用地則因面積較大及地盤情況較為複雜，預計要到

2016-17 年度或以後才可用作發展；

- 第六幅土地位於鴨脷洲利南道，其他七幅則位於赤柱馬坑附近、壽臣山及大潭等地點；
- 有關用地需待相關部門進行技術評估和研究後才能確定個別用地的發展參數，包括地積比率、用地面積和預計的住宅單位數目等，但初步估計上述 14 幅土地約能供應一萬個單位，當中超過六成為公營房屋，其他則為私營房屋，這符合長遠房屋策略的指標；以及
- 推出土地的次序會因應不同地點所須進行的不同技術評估及研究而定，首兩幅位於赤柱黃麻角道的土地預計可於 2014-15 年推出，至於與華富邨重建相關的三幅土地預計於 2015-16 年可供發展，餘下的會於 2016-17 年或以後才完成研究工作。

40. 主席質疑，既然政府已初步估計14幅土地將提供10 400個單位，相信是參考一定基礎才能得出如此準確的數字。

41. 姜錦燕女士回應表示，署方在進行土地用途檢討時會物色適合及具潛力發展作住宅用途的用地，其考慮的規劃因素主要包括與附近發展的協調性、是否有道路通往該用地、是否位處平坦或斜度不超過20度的山坡及是否有足夠的基礎設施等。署方就物色的具潛力發展的用地會諮詢相關政策局和政府部門的初步意見，但在現階段尚未就該些用地進行技術評估和研究，故要待完成有關研究後才能確定發展參數及密度等詳細資料。文件中提及的住宅單位數目只是根據該些用地周邊的發展密度粗略估算所得。

42. 區諾軒先生表示，局方的文件指改劃土地以增建房屋是為了解決正輪候公屋、住屋環境亟待改善的基層市民的住屋需要，但南區14幅土地的名單似乎無法配合長策會所提出公營與私人樓宇供應比例為六比四的建屋方針。除了華富重建相關的幾幅土地外，大部分土地均會用作發展私人樓宇，甚或是豪宅的發展。局方提出的14幅土地當中，九幅位於赤柱、大潭、壽臣山等傳統豪宅地段；八幅原為綠化地帶。以壽臣山一帶物業成交紀錄為例，松園一個單位的成交價為3 500萬元，壽山花園一個單位的最新成交價甚至高達7 000萬元，即使中產階層也無力購買。他質疑政府增加此類豪宅的供應，如何有助滿足基層市民的房屋需求。如無助改善基層市民的住屋問題，他將反對局方提出九幅位於赤柱、大潭及壽臣山土地的改劃建議。

43. 林啟暉先生MH希望局方或署方先釐清須修訂法定圖則的土地是否會

被改劃為不同等級的住宅，如分為高、中和低密度住宅，而利南道土地是否屬於高密度住宅，可建單位有多少。他並希望得悉土地改劃成房屋住宅用途時，會否限定屬私人住宅用途，他日若須改作興建公共房屋，是否須向城市規劃委員會（下稱「城規會」）重新提交申請。

44. 陳李佩英女士表示，市民大眾都希望有安居之所，但目前地價及住屋昂貴，令不少基層人士及年青人難以負擔。她早前與其他區議員亦曾向局方爭取發展雞籠灣土地以增建公共房屋。局方是次向區議會介紹14幅區內土地的發展計劃，但未有詳細交代計劃可提供多少單位，她期望局方可於稍後提供更詳盡的資料，讓區議員諮詢居民。她指出，區議員以居民的福祉及權益作依歸，故希望就局方的建議收集居民的意見，並向局方如實反映。

45. 朱立威先生表示，區議會一直以來非常關心基層市民的住屋需求，他經常收到居民求助，希望入住南區的公屋單位，相信華富邨重建可成為增加南區基層住屋供應的重要來源，故希望局方加快進行重建計劃。最近，他諮詢了110戶華富邨居民，當中超過九成認為雞籠灣是可接受的重置地點，故希望盡早得悉雞籠灣土地的規劃及發展時間表。與此同時，他認為黃竹坑香港警察學院的土地無論用作發展公營或私營房屋，均值得考慮。他指出，雞籠灣土地雖為綠化地帶，然而考慮到重建華富邨的規模及地理位置，居民普遍接受此選址。

46. 馮仕耕先生支持政府積極覓地興建公共房屋予基層人士，並希望華富邨重建可盡快實施及動工。至於赤柱及壽臣山附近的土地，大部分屬綠化地帶，周邊亦只有低密度住宅，道路更有四、五十年歷史，路面頗為狹窄。若增加人口將會對交通帶來沉重負荷，故他反對局方考慮發展相關土地。

47. 徐遠華先生提出以下意見及提問：

- 希望局方考慮其建議，將黃竹坑的香港警察學院改劃成住宅用途；
- 當初提出建議時，他已充分考慮政府的種種困難，故並無要求政府將整幅土地改劃作興建公屋之用，而是作為建設綜合社區，部分土地可用作興建公屋安置受重建華富邨影響的居民，部分則用以興建居屋、私人樓宇，甚或紀律部隊宿舍，；
- 局方為相關土地修訂法定圖則的程序需時，相信在五年之內未必能夠

完成，質疑局方為何不考慮搬遷香港警察學院以騰空合適土地作房屋規劃；

- 指出警察學院用地為大幅平地，正好用以興建房屋；
- 難以理解局方及相關部門為何如此短視，採取「捨近求遠」、「捨易取難」的做法，而不考慮由他提出、現已得到愈來愈多區議員贊同的建議；以及
- 相信上述提議對整個南區的發展有很大益處，同時有助重建華富邨及日後重建漁光邨，紓緩本港的房屋問題。

48. 歐立成先生認為，局方改劃休憩用地以增加建屋，可用土地終究有限，根本無法解決問題，故他由始至終均反對局方將休憩用地改劃為公營房屋用途的建議。他指出，若政府希望協助受重建華富邨影響的居民，應立即回購黃竹坑港鐵站上蓋物業，用以發展公屋並讓華富邨居民遷往該處。若政府對此方案有所保留，則可考慮加快發展雞籠灣土地，將整個華富邨遷往該處，相信有助解決問題。由於發展雞籠灣土地牽涉更改規劃用途，局方事前必須充分諮詢居民。

49. 柴文瀚先生指現政府「作大為實、無力施政」，是次在南區覓地建屋便可讓市民清楚了解政府就本港房屋供應需求的應對能力。政府建議的14幅土地之中，九幅用作發展豪宅，當中八幅原為綠化用途，該些綠化地帶日後將變成私人住宅、私人樂園，可見現政府即使在未上台執政前，如何在政綱中宣傳要為香港人解決住屋問題，到頭來一切只是空話。市場上不少豪宅只是給一小撮人用作「炒賣」用途，與廣大市民的利益毫不相干。他又指局方提供的資料不足，既無具體計劃，亦無概略的進展時間表，為了「掩護」九幅豪宅土地，將華富邨重建用地混為一談，企圖瞞天過海。他認為，現政府只為富人着想，而非為基層及中產着想，亦沒有能力為本港長遠房屋發展作任何貢獻，實在愧對港人。他強調，現政府已無法獲得市民大眾的信任，將綠化地帶發展為豪宅的建議更令人無法接受，故他對此表示反對，並促請其他議員一起否決建議。

50. 張錫容女士表示，局方上次就黃麻角兩幅土地諮詢區議會時，她已表明不贊成。目前全港各區的公屋均供不應求，不少南區居民均希望可以「原區安置」，但因為區內公屋少之又少，只能一等再等。她促請政府優先增加公營房屋供應，盡快研究利用雞籠灣土地重建華富邨。另一方面，黃竹坑香港警察學院佔地約為華富邨三倍，考慮到區內居民對公營房屋的需求，

政府應積極考慮善用該土地。她又希望了解鴨脷洲利南道用地是否必須用作興建私營房屋，並指該處有條件發展公屋。她指出，海怡半島建成之前已有鴨脷洲邨，故對樓價不會帶來影響，建議政府考慮在利南道興建公營房屋。她重申，反對將綠化地帶改作興建私人樓宇。

51. 麥謝巧玲女士表示，雞籠灣土地的面積比三幅薄扶林土地大，不明白何以局方先研究後者，而雞籠灣卻要到2016-17年度才進行研究。華富邨居民渴望早日重建居所並改善生活環境，偏偏雞籠灣偌大的土地不獲優先考慮，反而面積較小的土地卻先獲考慮。她又認為，香港警察學院用地應加以善用，用作長遠房屋發展計劃。她強調，若沒有充分的交通配套，她不贊成於區內增建豪宅，因豪宅住戶不會使用公共交通工具，新增的私家車將會造成沉重的交通負荷，故反對更改土地用途作興建豪宅之用。

52. 羅健熙先生認為，政府在覓地建屋方面流於口號，全無誠意及決心處理香港普羅大眾或中產市民面對的實際住屋需求。議員已多次提出利用香港警察學院用地或其他可用作發展的建議，但到頭來政府仍是執意找來豪宅用地，提交區議會討論的資料也是由綠化地帶改劃成豪宅的建議，如此一來，如何說服香港市民政府是「急市民所急」，認真處理對市民日常生活甚為重要的住屋問題。他質疑在如此欠缺誠意及決心的前提下，諮詢區議會也只是裝模作樣，政府最終仍會一意孤行。區議會已表達非常清晰的意見，認為局方應考慮利用香港警察學院用地，然而局方是否敢於向保安局建議遷移警校往新界。他不理解何以一所警察學院須設於鐵路沿線並毗鄰海洋公園，由1940年代成立至今，其位置與整個社會的發展已完全脫節。他促請局方展示誠意及決心，盡快與保安局商議遷移香港警察學院，騰出市區用地以增建房屋。

53. 林玉珍女士MH反對將綠化地帶改作私人房屋用途，並指出南區的公營房屋供應非常緊絀，有居民苦等六年仍未能入住區內公屋，故她希望藉華富邨重建的契機作出重新規劃，增加區內公屋供應。她又希望雞籠灣土地可與另外數幅薄扶林土地一併規劃，毋須待2016-17年度才展開規劃。

54. 楊默博士認為部分議員頗為偏激，指議員對政府應有最基本的信任，不應認定政府是野蠻和不講道理，應相信政府理性考慮問題並為市民及香港的長遠發展着想。他又認為，環保與發展之間須取得平衡，若只考慮環保綠化而窒礙發展，香港豈不停留在一、二百年前的漁村水平。他贊成推

動南區的整體發展，但亦同意不同類型房屋的供應須適度平衡，顧及社會各階層的需求。

55. 陳富明先生MH表示，全港市民均期望政府增建房屋，他作為基層的民選議員，平日亦收到不少有關住屋問題的求助個案。他指出，局方建議將綠化地帶改作興建房屋，然而該些綠化地帶位處豪宅林立的地段，若發展商不用作興建豪宅似乎與周邊原有的環境格格不入，如此一來，局方實難說服議員支持犧牲相關的綠化地帶。雖然政府亦有預留土地興建公營房屋，但卻遲遲未有公布詳情，例如預計興建單位的數量、重建華富邨的時間表及如何安置華富邨的居民等。他贊同議員提出重置香港警察學校的建議，認為在該處可同時興建公私營房屋，故希望局方積極在新界北部尋找適合地點重置警察學院。

56. 楊位款太平紳士MH提出以下意見及提問：

- 局方因應華富邨重建而作出改劃的土地當中，包括雞籠灣一幅綠化帶用地，改劃綠化帶用地是個很大的心理障礙，但為了重建華富邨，在無可奈何的情況下只好接受改劃雞籠灣綠化地帶作興建公營房屋的建議；
- 明白改劃雞籠灣土地會對附近居民的居住環境帶來影響，希望可以適切的建築技術及設計配合，減低影響；
- 至於其他豪宅地段，特別是將綠化帶改為豪宅用途的土地，根本無助解決基層市民的住屋需求，故難以接受相關建議；以及
- 不反對有議員建議當局研究重置香港警察學院以配合長遠發展及規劃，但須平衡社會對保安的需要。搬遷警校並非短期內可以完成，必須經過周密及繁雜的跨部門協作，屬長期措施。

57. 司馬文先生提出以下意見及提問：

- 議員早前在地區發展及環境事務委員會會議上並無支持改劃赤柱黃麻角道土地的建議，亦不支持局方將計劃提交城規會，原因是局方未有提供足夠資訊。局方今天捲土重來，但議員仍然無法掌握足夠資料以支持計劃；
- 與房屋署早前提供有關改劃薄扶林土地的資料作出比較，雖然具體資料如土地面積及地積比率等卻欠奉，但署方顯示了劃分土地的邊界。

同樣地，規劃署亦應盡量提供詳情。只在地圖上粗略地標示數個位置，便向區議會尋求支持的做法極不妥當，區議會應清楚表明不支持將黃麻角道土地的改劃申請提交城規會；

- 香港各類型房屋短缺的問題均非常嚴重，但局方提出的計劃並不能解決問題。局方只是列出區內數幅被認為可短時間內使用的土地，並非提出可持續發展整個南區的計劃；
- 政府的建議涉及放寬薄扶林華富邨一帶的延期履行權，日後發展商將會質疑為何不能放寬薄扶林其他部分的延期履行權。同理，若政府可以為了興建房屋而改劃赤柱一帶的土地，將來區內的私人地主亦會質疑為何不可以發展自己的土地；
- 若通過發展南區的土地，香港仔隧道每天間歇性封閉的情況必定倍加嚴重。政府不能盲目相信地鐵通車便能解決區內的交通問題，因為地鐵通車或許可以減少巴士數量，但不能解決香港仔隧道的擠塞問題。何況局方建議增建的房屋以私人樓宇為主，不少居民均使用私家車而非巴士代步，這樣的計劃根本不可能持續發展；
- 現時域多利道及薄扶林道交匯處的交通已經常超出負荷，政府卻建議再在該處發展房屋，質疑政府是否能解決該處的交通問題。政府不應在通過及落實建議後才去探討如何解決交通問題，應作出整體性的土地規劃；
- 區議會向政府提交了十分理想的建議—搬遷位於黃竹坑的香港警察學院。警校設施較易搬遷，即使遷移至綠化地帶亦較能與周邊置富一帶的環境融合。若發展警校用地以興建房屋，由於鄰近黃竹坑地鐵站，居民可直接乘搭地鐵，交通較為便利；
- 赤柱正灘與新街交匯處的交通十分擠塞，質疑增建房屋與該處作為旅遊景點的性質是否相容。強調房屋規劃應配合赤柱的可持續發展，長遠而言將赤柱打造成居民安居及旅遊發展兩者兼顧的地方；以及
- 雖然區議會在早前的會議上曾提出上述問題，但至今仍未得到政府的回應。認為政府只是希望強行通過改劃建議，此種做法非常不恰當。強調區議會不應通過改劃土地的建議，亦不應支持局方將建議提交城規會審核，並要求局方向區議會提供更詳細的資料。

58. 陳家珮女士對房屋發展表示歡迎，但認為局方提供的資料不足。她指出，局方建議的14幅土地共提供萬多個單位，規劃署表示大部分屬公屋單位，但資料顯示14幅土地之中只有四幅用作興建公營房屋，故希望取得更多土地面積及單位數目等詳細資料，以作進一步考慮。她指出，目前社會

對公營房屋的需求甚大，相對而言對私人樓宇的需求較小，因此不應為了發展私人樓宇而犧牲綠化地帶。她又提醒局方不要高估地鐵開通後對解決南區交通擠塞的功用，指出因地鐵載客量有限，而利南道一帶的交通現已十分擠塞，故該處不適合增建私營或公營房屋。

59. 主席以置富區議員身份發言，反映置富居民對於在置富附近興建房屋感到非常憂慮。他指出，政府當年決定限制薄扶林的發展是由於該處交通無法負荷，時至今日仍未得見薄扶林道及香港仔隧道的交通有何改善，情況只有愈趨惡化，若再增建房屋，只會令交通不勝負荷。關於其中一處華富邨以北的選址，分區計劃大綱圖早已列明置富薄扶林道向海位置不能興建建築物遮蔽景觀，如果在該處興建房屋，將來或會有市民申請司法覆核，拖慢整個華富邨重建的進度。其次，該地點現為停車場，南區對停車場的需求甚大，如未能另覓地點重置停車場，不少旅遊巴及校巴將無處停泊，可能導致違例泊車問題。他認為，局方的建議不單未能解決市民的住屋問題，更令問題愈趨複雜。此外，根據房屋署早前提提供的資料，如薄扶林六幅土地均興建房屋，恐怕會形成「屏風樓」，令整個地區被包圍，阻礙空氣流通，對居民的生活環境構成重大影響，甚至連地區的溫度亦會提升。正因局方的計劃存在不少問題，區議會才會建議善用香港警察學院20公頃土地以發展公營房屋，該處面積約相等於三個石排灣邨，但局方卻不加考慮。他十分支持重建華富邨，但認為應以「擴大華富邨」的概念進行重建，而非引起種種風波，令周遭居民反對，使落實華富邨重建遙遙無期。

60. 馬紹祥太平紳士綜合回應如下：

- 是次議會文件所顯示的五年整體計劃是因應區議會的要求而準備。議員較早前向局方反映，如政府每次只就一、兩幅土地或項目諮詢區議會，議員會難以全面理解計劃。有見及此，局方才會向區議會概述區內未來五年計劃進行的規劃工作。然而，由於部分用地的研究工作尚未開展，故現時可以提供的資料較少，希望議員理解及體諒；
- 局方如掌握相關資料，必定會向區議會展示，然而是在次會議暫時只能簡介未來五年南區土地的整體規劃。華富邨如此大型的重建項目必須周詳規劃，當中涉及設施重置及交通評估和安排等；
- 明白華富邨重建必須有公共交通配套，否則會對當區交通造成負荷。由於牽涉範疇較多，希望議員理解及忍耐，房屋署在時機成熟時定會向區議會交代；

- 每幅土地均十分寶貴，部分土地如較為容易處理，房屋署可考慮早一點交代計劃，另一些土地預計會遇到一定困難，故需要較多時間研究，亦因此有先後之分；
- 14 幅土地中只有四幅會用作興建公營房屋，但四幅的土地面積均比較大，加上可興建單位數量甚多，故可提供超過六成的單位；
- 面積較大的土地一般會撥予房屋署興建大型公營房屋，而面積較小的用地則會考慮用作興建私營房屋；
- 有八幅私營房屋土地較遲推出，原因是需要進行更詳細的交通研究，運輸署將研究交通上的配套，然後將建議提交區議會討論；
- 局方在收到有關搬遷香港警察學院的意見後一直與保安局保持聯繫，但香港警察學院歷史悠久，校內設施甚多，搬遷並非易事。局方尋找新的警校用地不單局限於市區範圍，亦在新界如古洞、粉嶺北等地點物色，但要找到合適的土地並不容易。要尋找土地進行重建及重置以騰空黃竹坑用地，即使過程順利也非十年八載之內便可成事，無法解決短期及中期的房屋需求，但局方會與保安局保持緊密聯繫，研究在長遠規劃上有否空間作出整合；
- 明白基層市民對房屋的需要，因此在規劃上局方會先將面積較大的土地撥予房屋署發展公營房屋。希望議員明白香港的房屋需要不限於基層，中產階層等亦應顧及；以及
- 政府希望重置「房屋梯階」，為不同階層的市民增加房屋供應。當「房屋梯階」活化，市民的居住條件便有向上流動的空間，逐步得以改善。

61. 姜錦燕女士回應如下：

- 林啟暉先生 MH 指署方目前只能提供將會改劃為住宅用途的初步地點，並沒有提供發展參數及規模。這方面的原因是署方及相關政府部門仍需進行技術評估和研究，是次只是因應區議會的要求提供政府對南區進行土地用途檢討的整體概況；
- 現時已經完成檢討和評估的土地只有兩幅位於赤柱黃麻角道的用地，故可提供面積及發展參數等資料，而其他土地則仍需時進行技術評估和研究；
- 關於華富邨重建的數幅土地已交由房屋署作詳細設計及交代，一般而言，公營房屋均屬高密度發展；
- 在分區計劃大綱圖上劃為「住宅」地帶的用地，會根據其發展密度劃分為較高密度的「住宅（甲類）」、密度相對較低的「住宅（乙類）」、

以及低層低密度的「住宅（丙類）」用途，但一般不會在「註釋」訂明公營或私營房屋類別，但在「說明書」中可解釋個別用地已預留作興建公營房屋；以及

- 由於仍未完成技術評估和研究，暫未能提供擬議用地的發展密度。

62. 主席歸納姜錦燕女士的回應指，如屬於高密度發展會訂為「住宅（甲類）」用途，但當中不會分為公營或私營，至於14幅土地的發展密度，迄今還未有定案。

63. 黎范小華女士補充表示，明白不少議員均十分關心華富邨重建及附近五幅土地的發展情況，房屋署在2014年2月21日的南區區議會特別會議上已匯報，須待完成五幅土地的規劃及設計，並興建安置單位後，才能將受影響的華富邨居民遷往該處。在回應議員詢問為何雞籠灣並非一併規劃，她澄清房屋署現正整體規劃五幅土地，因當中不少規劃事宜是息息相關，例如交通、環境、配套設施、景觀，空氣流通等，皆相互影響。但由於雞籠灣地盤的限制較為多及複雜，例如峭坡、車輛進出、居民通道、溪流及電纜等問題均須詳細考慮，故預計該地盤要較遲方可進入城規程序。房屋署正積極與其他政府部門及公營機構商討規劃及技術評估要求，當掌握初步規劃及設計後，定會向區議會匯報及諮詢地區人士。

64. 主席詢問房屋署預計何時會有進展並向區議會屬下的專責委員會匯報。

65. 黎范小華女士回應表示，根據議會文件所列的時間表，在2015-16年度將進行改劃土地用途程序的公營房屋地盤，署方會配合此時間表，在進行城規程序前諮詢地區人士及區議會。

66. 主席重申希望房屋署能盡早諮詢區議會。

67. 林啟暉先生MH表示，局方及部門代表提供的資料並不清晰，回應言辭閃爍、欲言又止，真正的目的恐怕是在利南道興建公屋。若在利南道興建高密度樓宇，無論是公營或私營房屋均不能接受。若公屋以低密度發展則意義不大。相對而言，只有低密度的私人樓宇可以讓海怡的居民勉強接受。他曾為了反對在石油庫轉運站興建住宅而與政府周旋了一年半，過程中深切體會到海怡居民對附近增建住宅的極大憂慮。如果在利南道興建高

密度私人樓宇，新增二、三千個單位將會帶來500多架車輛，對比現時利南道由每天早上九時正至下午六時正約有6 200架次車輛進出，新增近千架次的車流勢必對利南道的交通造成極大影響。而利南道一帶海怡半島第三、四期位處路旁，居民須忍受極大的噪音滋擾。如果局方要在利南道發展高密度公屋，海怡居民必定會極力反對。鴨脷洲西邨比海怡半島更早建成，情況不能與私樓落成後才於附近增建公屋的情況相提並論。他強調，海怡半島9 812戶居民耗盡積蓄購入單位，若在旁邊興建高密度公屋，定會拖低樓價，令居民蒙受極大損失。此外，他認為將臨海土地用作興建公屋，讓公屋居民無須奮鬥也能享受「無敵海景」，將會造成階級矛盾及分化。

68. 羅健熙先生表示，規劃署表示已掌握第一、二幅位於黃麻角道的土地的詳細資料，是因為發展局早已將該兩幅土地納入2015年下半年的賣地表內。楊默博士提到區議員應信任政府，但他質疑這樣的政府是否值得信任。當區議會還在討論黃麻角道土地的改劃建議時，政府已將土地納入賣地表內，如果區議會不同意，政府不見得會將兩幅土地從賣地表中剔除，如此一來，所謂的諮詢又意義何在。區議會即使反對將綠化地帶改為興建豪宅，局方亦未必放棄計劃。局方如不打算放棄計劃，則諮詢區議會的意義何在。關於搬遷警校的建議，局方含糊其辭表示會考慮，表面上回應有意實行，但實際行動卻欠奉，讓議員覺得局方缺乏誠意、難以信任。此外，他回應林啟暉先生MH的意見指，不同意所有臨海地段、豪宅地段或周邊環境優越的地點只能用作興建私營房屋。他強調，無論土地是用作發展公營或是私營樓宇，局方均須提供足夠的資料，區議會才能全面審視發展需要，例如單位數目、發展模式及是否需要要求發展商提供連接地鐵站的行人通道等。如缺乏計劃詳情，區議會根本無法提供意見。

69. 區諾軒先生表示，局方提到需要土地作私人發展的原因，是為了作為「房屋階梯」讓中產可以逐步改善居住環境，但局方撥出的多幅土地，特別是位於赤柱一帶的豪宅用地，根本無助紓緩大部分市民的置業問題，更遑論輪候公屋需時甚長的問題。九幅土地用作興建一些取名「黃麻角軒」、「大潭軒」，甚或「區諾軒」的豪宅，對一般香港市民的住屋問題根本毫無幫助。他指出，區議會內有如此強烈的反對意見，並非出於民粹主義，而是局方的建議確實無助解決問題。他重申，區議會並非沒有更好的建議，議員多次提出重置黃竹坑警察學院，不明白為何局方到現在仍然認為建議無法實行。局方不選擇警察學院用地而選擇砍樹，相信環保團體及社會各界均會質疑此決定。他並不完全反對發展，但既然有更理想的發展選項，

不明白局方為何不予考慮。他指出，當年曾極力反對興建深灣軒低密度住宅但不成功，如今局方再次建議在鴨脷洲增建房屋，他希望局方提供更詳盡的資料讓區議會考慮，否則，區議會將不會輕易通過局方的建議。

70. 徐遠華先生表示，理解議員因為交通及樓價等種種不同原因反對在其選區內興建房屋，但他同意羅健熙先生的意見，認為基層市民不應只可以居於天水圍、東涌或新界東北等地區，基層市民亦有權享受海景及山景，但其中確實牽涉很多政府資源分配的考慮。因此，在提出發展警校用地的建議時，他一再強調在該處採用綜合發展方案。他曾經在地區問卷的開首詢問市民是否支持改建及發展警校用地，收集到的意見分歧，但當問及將該處用作綜合發展，則超過七成受訪市民表示支持。他認為，發展局若立即開始規劃將警校用地改作綜合發展區，遇到的阻力定比十年後待黃竹坑上蓋物業全數入伙後為小。此外，南港島線（東段）即將通車，警校用地的配套設施較為齊備，政府毋需進行大量前期工作，只要藉此契機發展已能造福社會，紓緩市民的住屋壓力。他再次質疑政府何以不考慮此建議，反而在其他地點「盲搶地」，甚至將綠化地帶改作興建豪宅。

71. 柴文瀚先生表示，實難理解委任議員的思維，例如楊默博士提到議員要信任政府，但政府似乎只會偏袒富人。特首上任前承諾協助基層市民、加建公屋，但所謂的規劃只是虛有其表，實際上大部分土地，特別是由綠化地帶改劃的土地，均會用於興建私人樓宇，如此做法絕對叫人難以信任。對於委任議員指責部分議員偏激，他認為偏激的是協助政府、認同政府的人。他強調，環保及發展之間必須取得平衡。他並非樂見社會發展滯後，而是希望平衡發展，一些鄰近地鐵站、享有海景或環境較為優越的地點，同樣可以用作興建公屋或居屋。他以鴨脷洲海旁土地為例，認為可考慮興建居屋一類介乎公營及私營之間的樓宇，此方面新加坡可以作為借鏡。他建議局方就樓宇的配套、設計及外觀邀請公眾參與，並就華富邨重建進行更全面、更周詳的整體規劃，展示政府有決心及魄力解決市民的住屋問題。

72. 主席請馬紹祥太平紳士回應。

73. 馬紹祥太平紳士感謝議員的提問及意見，表示局方及相關部門將會繼續進行研究，亦會反映區議會的意見。至於有關黃竹坑警察學院的建議，局方會向保安局反映。

74. 司馬文先生希望主席總結時清楚表明區議會對赤柱黃麻角道兩幅土地改劃用途的意見。他指出，在上一次的地區發展及環境事務委員會會議上，委員會表明不支持局方將建議提交城規會，故是次區議會亦應清楚表明是否支持將此建議提交城規會。他個人認為不應將此建議提交城規會。

75. 主席總結表示，南區區議會歡迎局方就未來五年14幅區內土地的發展計劃諮詢區議會。由於社會對房屋的需求甚大，議員認同政府應覓地興建公、私營房屋。然而，議員普遍認為南區應先解決公營房屋短缺問題，而非加建豪宅，尤其對於改變綠化地帶的用途，議員抱有極大保留，大部分議員均對此表示反對。就改劃黃麻角道兩幅土地用途的建議，當區區議員表示須進一步徵詢居民意見，其餘大部分發言的議員均不支持此建議。區議會亦促請房屋署就薄扶林華富北、華景街、華樂徑及雞籠灣四幅土地的發展計劃盡早諮詢區議會及匯報進展，並就餘下土地的發展計劃逐一向區議會報告。

76. 馬紹祥太平紳士表示，局方稍後會就黃麻角道兩幅土地再次諮詢區議會。至於有關華富邨重建的用地，房屋署稍後會向區議會報告。其餘八幅的私營房屋土地會先進行交通影響等多方面的研究，待研究完成後局方會再逐一向區議會匯報。

77. 主席表示，區議會亦希望局方盡快研究搬遷香港警察學院以興建公、私營房屋的建議。

78. 主席感謝發展局及其他政府部門代表出席會議，並宣布休會三分鐘。

(馬紹祥太平紳士、蔡傑銘先生、馮英倫先生、姜錦燕女士、姚昱女士、黎范小華女士、陳松盛先生、譚頌安先生及徐遠華先生於下午5時43分離開會場。)

議程二：通過於 2014 年 3 月 20 日舉行的南區區議會第十五次會議紀錄初稿

[下午 5 時 43 分至 5 時 44 分]

79. 主席表示，南區區議會第十五次會議紀錄的初稿已於會前送交議員參

Extract of Minutes of Meeting of DDEC of SDC held on 29.9.2014

**Agenda Item 2: Follow Up on the Proposed Rezoning of Two Sites in Stanley for Residential Development
(Item raised by Planning Department)
(DDEC Paper No. 39/2014)**

(Mr CHAN Chee-wing and Mr WONG Ling-sun joined the meeting at 2:36 p.m. and 2:52 p.m. respectively.)

5. The Chairman welcomed the following representatives to the meeting:

Planning Department (PlanD)

- Ms Ginger KIANG, District Planning Officer/HK

Transport Department (TD)

- Ms Irene TAM, Engineer/Southern & Peak 1

Agriculture, Fisheries and Conservation Department (AFCD)

- Dr Simon TANG, Acting Nature Conservation Officer (HK)

6. Miss Isabel YIU introduced the details of the follow up on the proposed rezoning of the two sites in Stanley for residential development (the proposed amendments), such as development restrictions and follow up issues, with the aid of PowerPoint Presentation (Reference Information 1).

7. The Chairman enquired the timetable for PlanD to submit the proposed amendments to the Town Planning Board (TPB).

8. Miss Isabel YIU responded that PlanD would submit the proposed amendments to TPB after soliciting Members' views at this meeting.

9. The Chairman said that, the Committee had already discussed the agenda item concerned at its meeting on 31 March 2014. At that time, most Members objected to or had reservation on the proposed amendments. Therefore, PlanD now reverted back to the Committee the same agenda item to respond to Members' concerns. Members' views collected at the meeting would be relayed to TPB. The Chairman invited Members to raise

their views on the subject.

10. Mr CHU Ching-hong, JP said that, as he had always did, he would object to rezone any “Green Belt” (“GB”) for housing purposes, no matter whether the sites were rezoned for developing houses, luxury residential developments, public or Home Ownership Scheme housing. He said that major cities in the mainland had been striving to increase their greening ratio in recent years. However, Hong Kong was exactly heading for the opposite by sacrificing the natural environment and damaging ecological balance, which was hard to understand. He opined that there were actually other alternatives, and sacrificing natural environment to increase housing supply was not the only option. In fact, SDC had repeatedly raised the suggestion to relocate the campus of the Hong Kong Police College at Wong Chuk Hang (the Police College), but the authorities concerned had not followed up on the suggestion. It was pointed out in Paragraph 3.4 in the discussion paper that the Security Bureau (SB) had no plan to relocate the Police College. Nevertheless, PlanD should take active follow up actions, which included striving for policy support, and providing reprovisioning site and relocation resources, etc.; however, PlanD had ceased making progress since then, and would rather press for rezoning proposals which were largely objected by SDC and local residents. The views of SDC and the residents were not respected, no wonder the grievances in the society had been growing, and the Government could not gain people’s trust. He continued that in the TV programme “On the Record” (《講清講楚》) the day before (i.e. 28 September 2014), the Secretary for Development, Mr CHAN Mo-po, had said that, when the Development Bureau (DEVB) consulted SDC on rezoning lands for private housing development, he had raised objection and said that public housing should be developed if rezoning was proposed; yet, when behind the scene, he had requested DEVB to build private housing instead. Mr CHU Ching-hong, JP questioned the Secretary’s statement, and emphasized that he had never met the Secretary in person. After the announcement of the Policy Address, he immediately met with Ms Ginger KIANG, District Planning Officer (HK) of PlanD, and expressed his objection against housing development in the vicinity of Chi Fu Fa Yuen, and requested PlanD to search for sites for constructing public housing within Wah Fu Estate, and to carry out the re-development by phases. He believed that Ms KIANG could clarify for him. He said that, audio recordings and papers were available for each SDC meeting, and reiterated that he had never said what the Secretary had claimed in the TV programme, and requested SDC to follow up this issue with DEVB. He stressed that he himself and the local residents all objected to and questioned DEVB’s approach, and refused to have any comment on DEVB’s proposals; at the same time, the Government should not lift the Pokfulam moratorium for constructing any housing before the traffic problems in the Southern District were resolved.

11. Mr AU Lap-sing, MH, Ms CHAN Judy Kapui, Mrs CHAN LEE Pui-ying, Ms CHEUNG Sik-yung, Mr CHU Lap-wai, Ms LAM Yuk-chun, MH, Dr LIU Hong-fai, JP, Mrs MAK TSE How-ling, Mr Paul ZIMMERMAN and Dr MUI Heung-fu raised the following comments and enquiries:

(I) Sacrificing GB

- (a) Previously, departments concerned had introduced more than 10 proposed sites in the Southern District for housing development that involved GB. In view of the general public's pressing need for housing supply, if departments concerned could practically resolve the housing needs by rezoning GB in future, and could handle the traffic problems and implement tree preservation measures at the same time, there would be room for discussion. However, the most important notion was that GBs should not be sacrificed for private luxury residential development;
- (b) It was understood that a certain level of sacrifice had to be made in development, but constructing only 222 luxury residential development in exchange of two precious pieces of GB could never be able to alleviate the pressing demand of the general public for housing supply. It was questioned whether such sacrifice was worthwhile, and had much reservation towards the proposed amendments; and
- (c) Land zoned GB in Hong Kong kept diminishing, and objected to the rezoning of GBs for housing purposes.

(II) Traffic issues

- (a) The Committee had previously requested departments concerned to submit a Traffic Impact Assessment (TIA) regarding the proposed amendments, but departments concerned had yet to provide such information. TD only reached a general conclusion that "the cumulative traffic impact in Stanley Area and the nearby road network is considered acceptable" without conducting any assessment. It would only be a waste of time for the Committee to continue discussion on the agenda item without specific information and data. He suggested to terminate the discussion on the subject, and requested departments concerned to first submit the information as required by Members. Also, PlanD said that they would relay Members' views raised at this meeting for TPB's consideration. Such procedure was inappropriate. Departments concerned should first submit to SDC a detailed TIA report, including details of the current capacity of the major road junctions and the impacts of developing the two sites on those junctions. Otherwise, PlanD should not submit the proposed amendments to TPB;

- (b) PlanD had proposed a total of 14 sites in the Southern District for housing development, among which at least 10 sites would affect Aberdeen Tunnel and Wong Chuk Hang Road, as well as the overall traffic condition of the Southern District;
- (c) Currently, there was already grave traffic burden in Stanley area, and traffic congestion during holidays was especially severe. While TD said that the traffic impact was acceptable, it was hard to convince the Members without any specific supporting data;
- (d) The Member of the constituency concerned had been consulting local residents on the proposed amendments since DDEC meeting on 31 March 2014. As Stanley area had always been bothered by traffic problems, the residents worried that the extra traffic flow induced by Ocean Park's development projects and other developments in the district would further add to the traffic burden of the district. Before specific resolutions were sought, the residents were unwilling to increase the number of housing in Stanley area; and
- (e) PlanD did not mention the development restriction and number of car parking spaces of the two sites during its introductory presentation. Such lack of information could be misleading. According to "Urban Design Guidelines", for the type of residential developments at the two sites concerned, each unit would generally be entitled 1.5 to 2 car parking spaces. 222 premises would then generate more than 400 private vehicles and the impact would not be trivial. However, TD estimated that the traffic generated by the two sites was only about 50 pcu/hour, without the provision of any supporting data. In fact, each individual might have different definition of "acceptable" level of traffic impacts, so a detailed TIA was required for the proposed amendments to provide clear and objective data to convince Members, as well as to address public concern.

(Post-meeting note: Regarding item (e), PlanD clarified after the meeting that the number of car parking spaces should be stipulated by the "Hong Kong Planning Standards and Guidelines".)

(III) Impacts on Trees

- (a) According to the tree survey conducted by relevant departments, although the existing trees on the two sites did not comprise any species listed in the Register of Old and Valuable Trees, felling more than 1 000 trees would still destroy the habitats of many creatures, and thus seriously damaging the environment and ecological balance. In addition, the age of the affected trees was not mentioned in the tree

survey. The sites concerned had always been zoned GB, so probably the existing trees were at least a few decades' old. If a large number of mature trees were felled due to the development, it would never be able to compensate the impacts on the environment even if the same number of young trees were re-planted later on. The tree survey report was thus not comprehensive enough;

- (b) As the “jungle of concrete”, every single tree in Hong Kong was precious. Therefore, even if the affected trees did not comprise any old or valuable species, they should still be cherished;
- (c) During the relocation of the former Wong Chuk Hang Estate, the trees affected could be transplanted to the site reserved for Route 4, so the impacts were relatively mild; however, there was no similar land for relocating the trees at the two sites in Stanley, and would have adverse impact on the environment; and
- (d) Requested for information on the species of the affected trees.

(IV) Respecting Local Views

- (a) The proposed amendments would bring the most direct impacts on the nearby residents. The Member of the local constituency had the closest communication with the local residents, and could gather local views most accurately. It was hoped that departments concerned could respect the consultation result provided by the Member of the local constituency; and
- (b) In various formal and informal meetings with DEVB and departments concerned, Members had repeatedly expressed their concerns on the traffic impacts. It was thus hoped that the authorities would respect local views and should not insist in submitting the proposed amendments to TPB, and then leaving it to the Members to submit objections to TPB by themselves.

12. Ms Ginger KIANG gave a consolidated response as follows:

- (a) It was the third time for PlanD to consult SDC on housing development matters in the Southern District, including the two proposed residential sites at Wong Ma Kok Road. PlanD fully respected Members' views and would like to provide further information in order to address Members' questions and concerns;
- (b) Apart from the proposed amendments of the two GB sites in Stanley, the Government had adopted a series of measures to increase housing land supply in short, medium and long-term, which included planning of new development areas, reclamation proposals and caverns study, etc., so that more land could be identified for housing purposes. The Government was not blindly rezoning all GB for

residential purpose. The considerations of review involved relevant factors such as identifying suitable and potential sites in the urban area and its fringe, area close to existing developments with road access and community facilities, and considering whether the proposed development would bring about insurmountable and unacceptable impacts;

- (c) Felling of trees was unavoidable for development. The Lands Department (LandsD) had conducted a tree survey for the proposed amendments to examine the number of affected trees. Besides, relevant tree preservation clause and the requirement for Master Landscape Plan by the developer would be incorporated in the land sale conditions, in order to compensate the impact on the environment by the felling of trees;
- (d) PlanD had liaised with SB and the Hong Kong Police Force on SDC's suggestion to relocate the Police College, but they indicated that there was no plan to relocate the campus at Wong Chuk Hang. PlanD could not rezone the site for housing purposes on its own. PlanD would continue to liaise with authorities concerned. Nevertheless, even if the Police College could be relocated, it would take a very long time and could not address the imminent housing land demand in short to medium term. Therefore other measures would still be needed to alleviate the pressing housing needs; and
- (e) SDC's concerns were noted and PlanD would relay all the views to TPB. PlanD was to propose Outline Zoning Plan (OZP) amendments for TPB's consideration. TPB would make the final decision on whether to amend the OZP after taking into account relevant departments and SDC's comments and balancing all relevant factors.

13. Ms Irene TAM responded that, TD understood SDC's concerns about the proposed amendments of the two GB sites in Stanley. Since the two sites were proposed for low-density residential development, it was estimated that the additional vehicle flow would not be high (around 50 pcu/hour). Also, there was capacity at the Stanley Village Road/Stanley Beach Road junction to absorb the vehicle flow generated by the two sites. The traffic condition after developing the two sites would still be acceptable.

14. Mr CHU Ching-hong, JP said that, the representative of PlanD had not responded to his enquiries raised just now. Regarding the Secretary for Development, Mr CHAN Mo-po's speech in the abovementioned TV programme, that he had requested to develop private housing near Chi Fu Fa Yuen and other rezoned sites, he hoped that Ms Ginger KIANG could confirm whether PlanD had consulted SDC on rezoning the GBs at Kai Lung Wan for private housing after the announcement of the Policy Address.

15. Ms Ginger KIANG responded that PlanD had not consulted SDC on the above matter, but on lifting the Pokfulam moratorium for public housing development together with the Housing Department.

16. Mr CHU Ching-hong, JP said that, the proposed amendments concerned involved GBs, which was different from other proposed amendments for rezoning “Government, Institute or Community” sites or relaxation of building height restrictions along Pokfulam Road. It would bring far-reaching impacts on the living environment and overall traffic conditions in the district. There was rarely any proposal to rezone GB in the Southern District in the past, so SDC must consider very carefully. However, it was pointed out in Paragraph 4 of the discussion paper that PlanD would submit the proposed amendments with the views of Members and departments concerned for TPB’s consideration according to established procedures. He enquired whether PlanD would decide not to submit the proposed amendments to TPB in response to Members’ objections, or no matter the Committee agreed or not, PlanD would still submit the proposed amendments to TPB; if it was the latter case, he questioned the sincerity and purpose for PlanD to consult the Committee. He said that SDC could also submit objections to TPB on its own, but its views would then be treated just like that submitted by any other organisations, making it hard to influence TPB’s decision. He continued that PlanD should submit the proposed amendments to TPB only after it had gained the support from SDC and the local residents, and there was problem with PlanD’s consultation method in this case. He enquired whether it would be the case that no matter SDC agreed or not, PlanD would still proceed to submit the proposed amendments to TPB, and would not consult SDC again.

17. Mr CHAN Fu-ming, MH, Mrs CHAN LEE Pui-ying, Ms CHEUNG Sik-yung, Dr YANG Mo, PhD, Mr YEUNG Wai-foon, MH, JP, Mr Paul ZIMMERMAN, Dr CHAN Yuk-kit and Dr MUI Heung-fu continued to raise comments and enquiries as follows:

(I) Traffic Issues

- (a) As departments concerned said that there would still be spare capacity at relevant junctions, sufficient supporting data should be provided. Among the 14 sites previously proposed by PlanD for housing development, sites 1, 2, 7, 8 and 10 (see Annex 2) would have traffic impact on Repulse Bay and Stanley, but departments concerned did not provide any information to explain the cumulative traffic impacts in the district induced by those proposed developments. Departments concerned requested SDC to support the proposals of the 14 sites, including the two sites in

Stanley in today's discussion, but it was hard for SDC to give support without any concrete information. PlanD said that it would reflect all views of the Members to TPB, implying that no matter what stance the Committee had today, PlanD would still submit the proposed amendments to TPB anyway. Therefore, PlanD should provide all relevant information to SDC first, including detailed TIA and traffic data, otherwise it should not submit the proposed amendments to TPB;

- (b) Currently, the traffic loading of Stanley towards Aberdeen and the Eastern District had already reached their saturation. When discussing the decanting matter of the Lower Primary School of Hong Kong International School at the Middle School Campus some time ago, SDC had already expressed grave concern towards the traffic impact on the Stanley area. If there was further increase in luxury residential development in Stanley area, the overall cumulative traffic burden would be further increased;
- (c) Disagreed with the explanation that low-density residential development would have less severe impact on traffic loads. The number of private vehicles generated by low density residential developments was even higher than that of normal residential areas. 50 pcu/hour was just a pure estimation with no data to support at all, and it was hard to convince Members to support the proposed amendments;
- (d) PlanD should provide TIA and environmental impact assessment (EIA) reports when submitting the proposed amendments to TPB, so that TPB could have thorough consideration and the reports should be available for public inspection. It was doubted that departments concerned were still unable to provide relevant reports;
- (e) As elected Members of SDC, it was really hard to support the proposal to sacrifice GB for "super" luxury residential developments, and hoped the authorities could re-consider the proposal more carefully;
- (f) The next step for PlanD was to submit the proposed amendments to TPB according to the established procedures, which put Members in a very difficult position. If PlanD would still insist to submit the proposed amendments regardless of the Committee's views, then there was no need to waste time for further discussion or consultation;
- (g) The public had pressing need for both public and private housing, and believed that residents all over the territory were looking forward to more housing supply. Although the Government had the responsibility to cater for the needs of the upper, middle and lower class, the proposed amendments for the two sites in Stanley aimed at constructing "super" luxury residential units that the general public could not afford before even addressing basic housing needs, so it was still inappropriate to accept the proposal at this stage;

- (h) Understood that sacrifice was inevitable in development. For example, there were now more than 200 mixer trucks transporting to and from Tin Wan Concrete Batching Plant daily, but fortunately the situation was still acceptable. Recalled that when SDC objected to the setting up of the concrete batching plant years ago, only two Members requested departments concerned to provide a TIA report. The information provided by TD on the two sites in Stanley was unable to address Members' concerns on the traffic impacts, so more detailed data should first be provided to enhance Members' confidence in the proposal;
- (i) The transport facilities in Stanley had always been insufficient. Bus route no. 66 was even replaced by Bus route no. 6 recently due to the public transport re-organisation plans. The actual needs of local residents had been completely ignored, which had already aroused much grievance among the residents. The proposed amendments for the two sites in Stanley was therefore unacceptable; and
- (j) Understood that there was pressing need for housing supply in Hong Kong, so the Government had to carry out large-scale land search for residential development. However, giving regard to the current situation of the Southern District, it would not be able to cope with further increase in traffic load. Therefore, PlanD should conduct comprehensive review on the roads in the Southern District, including road improvement plans to increase traffic flow, so that it had the capacity to accommodate more housing. Unless there were sufficient supporting facilities, it was unpractical to build housing blindly.

(II) Impacts on Trees

- (a) The authorities had issued a consultation document named "Nature Outlook" in 2003. Hoped that departments concerned could respond on whether felling more than 1 000 trees could comply with the standards of the relevant document. Otherwise, departments concerned should provide an EIA report to clarify the ecological impacts of felling more than 1 000 trees;
- (b) Although the existing trees on the two sites did not comprise any species listed in the Register of Old and Valuable Trees, in constructing 222 residential units, an average of about 5 trees were felled for each residential unit, which was quite a high ratio. Requested for information on the species of the affected trees; and
- (c) Departments concerned said that the prospective developer would be required to compensate for tree felling. Specific figures and measures of compensations should be provided.

(III) Others

- (a) The Government's general direction of planning was beneficial to Hong Kong's development, and supported the development direction in principle. But agreed that departments concerned should listen to different views, and should properly handle issues such as TIA, EIA and the rights of the local residents, etc.

18. Ms Ginger KIANG gave a consolidated response as follows:

- (a) Members' views were noted with due respect, but the professional views of departments concerned such as TD and AFCD should also be respected. In processing the proposed amendments, PlanD had consulted departments' comments and confirmed no unacceptable impacts from the two proposed residential developments. In response to Members' questions raised at the last meeting, PlanD had followed up to re-consult concerned departments and reverted back to SDC. PlanD would reflect the comments of SDC and government departments for TPB's consideration according to the established procedures; and
- (b) As stated in the discussion paper, LandsD would incorporate relevant tree preservation clause and the requirement of Master Landscape Plan in the land sale conditions, so that the prospective developer had to provide tree preservation and compensatory planting proposals for future housing development in accordance with DEVB's relevant Technical Circular and LandsD's Practice Note on tree felling and tree preservation.

19. Ms Irene TAM responded that, TD understood that residents of low-density residential developments used private vehicles as the major mode of transport. But under general circumstances, the vehicles would not travel all at the same time. Also, due to the large number of visitors during holidays and insufficient car parking spaces in Stanley, traffic congestion was often resulted as people parked their vehicles illegally. Such situation was different from the traffic impact posed by developing the two sites.

20. Dr Simon TANG responded that AFCD had conducted on-site inspection at the two sites in Stanley. The condition of trees observed was tally with the information of the tree survey report provided by LandsD. The discussion paper PlanD submitted to the Committee had already mentioned the tree species on the two sites, which included common native species such as *Acacia confusa*, *Mallotus paniculatus*, *Aporosa dioica*, *Microcos nervosa* and *Schefflera heptaphylla*. AFCD had already provided comments on tree impact arising from developing the two sites for PlanD's consideration.

21. In closing, the Chairman said that at the meeting on 31 March 2014, most Members objected to or had reservation over the proposed amendments of the two sites in Stanley, and the Committee had already expressed its stance at that time. To date, PlanD raised this agenda item again, and provided relevant information to address Members' questions and enquiries, in the hope of persuading the Committee to endorse the proposed amendments. Nevertheless, the information provided by departments concerned, especially the traffic aspect, was inadequate to convince Members to support the proposed amendments. He said that, rezoning GB to develop luxury residential units would make a critical impact, and Members were very concerned about it. He would like to draw particular attention to the fact that support from local residents should be obtained for luxury residential development, but after the Member of the local constituency had conducted consultation, the local constituency was also worried about the additional traffic burden and objected to the proposed amendments. Under such circumstance, the Committee considered that PlanD should first provide more information for SDC, and should not submit the proposed amendments to TPB. Also, PlanD and DEVB must reflect the Committee's stance and urges truthfully. Just now, it was shocking that Mr CHU Ching-hong, JP pointed out that the Secretary for Development might have mentioned some misleading information at a TV programme. If it was really the case, it was a very serious matter, and the Secretariat should follow up on the issue. DEVB had consulted SDC on issues such as lifting the moratorium in the south of Pokfulam, and public housing development in Pokfulam, Wah Fu North, Kai Lung Wan and Chi Fu Fa Yuen. However, DEVB only announced afterwards that "SDC had been consulted", which would easily mislead the public into thinking that SDC had endorsed the proposed amendments. The Chairman emphasized that from relevant departments' first consultation till now, SDC had never supported the proposed amendments, and that the way DEVB put it would cause confusion easily. In fact, he had participated in the residents' meeting of Chi Fu Fa Yuen for two times; since the residents thought that SDC had agreed with the Government's proposal to rezone GB for luxury residential development, they criticised SDC at the meetings concerned. He believed that Members all knew that SDC had never supported the rezoning concerned up till now. Government departments must be very careful with their words, and should not make misleading statements for the sake of getting their tasks completed, which was very irresponsible to SDC. Lastly, the Chairman requested PlanD to reflect Members' views raised at this meeting to the authorities concerned.

(Post-meeting note: The Committee wrote the DEVB to follow up on the above issue on 15 October 2014. The letter concerned and the reply letter from DEVB (Chinese version only) are at Annexes 1 and 2 respectively.)

議程二： 跟進政府擬將兩幅位於赤柱的土地改劃作住宅發展事宜
(本議程由規劃署提出)
(地區發展文件 39/2014 號)

(陳志榮先生及黃靈新先生分別於下午 2 時 36 分及 2 時 52 分進入會場。)

5. 主席歡迎以下部門代表出席會議：

規劃署

- 港島規劃專員 姜錦燕女士

運輸署

- 工程師／南區及山頂 1 譚桂芬女士

漁農自然護理署（下稱「漁護署」）

- 署理自然護理主任（港島） 鄧善衡博士

6. 姚焯女士利用電腦投影片（參考資料一）簡介有關跟進政府擬將兩幅位於赤柱的土地改劃作住宅用途（下稱「改劃建議」）的發展限制及跟進事項等詳情。

7. 主席詢問規劃署向城市規劃委員會（下稱「城規會」）提交上述改劃建議的時間表。

8. 姚焯女士回應表示，規劃署在是次會議收集委員的意見後，會向城規會提交改劃建議。

9. 主席表示，委員會已於 2014 年 3 月 31 日的會議上，就有關議題進行討論。當時，大部分委員對改劃建議持反對或保留意見，故規劃署現再次提出議題，藉以回應委員提出的關注，並在再次聽取委員的意見後向城規會反映。主席請委員就議題發表意見。

10. 朱慶虹太平紳士表示，不論有關用地是用作發展獨立屋、豪宅、公營房屋或居屋，他仍是一如既往的反對將任何「綠化地帶」改劃作房屋用途。他指出，國內眾多大城市近年致力提高綠化率，本港卻偏偏反其道而行，往往犧牲自然環境，破壞生態平衡，實在令人難以明白。他認為其實尚有其他選擇，不一定要犧牲自然環境才能增加房屋供應。事實上，南區區議會曾多次提出重置香港警察學院的黃竹坑校舍（下稱「警察學院」）的建議，只是當局一直不予跟進。文件第 3.4 段指出保安局沒有計劃搬遷該校舍，但署方理應作出積極跟進，包括爭取政策支持、提供替代用地及搬遷資源等；然而，署方卻停滯於此，反而不惜一切推行區議會及附近居民均非常反對的土地改劃建議，極不尊重區議會和市民的意見，難怪社會民怨日深，政府亦不獲市民信任。他續說，就發展局局長陳茂波先生於昨天（即 2014 年 9 月 28 日）出席電視節目《講清講楚》時表示，當局就改劃土地以興建私人樓宇事宜諮詢區議會時，他表示反對，並指出即使改劃土地，亦應興建公營房屋；但他卻在背後要求局方興建私人樓宇。朱慶虹太平紳士質疑陳局長的說法，並強調自己從未與陳局長會面。在《施政報告》公布後，他即時與規劃署港島規劃專員姜錦燕女士會面，表示反對於置富花園附近興建房屋，並要求規劃署於華富邨內覓地興建公營房屋，以及分期進行重建，相信姜女士可代為澄清。他表示，區議會會議設有錄音和文件，他重申從沒有提出陳局長所指的言論，並要求區議會向局方跟進此事。他強調，他本人及附近居民均非常反對及質疑局方的做法，並反對就局方

的建議作任何評估；同時，在南區的交通問題獲解決前，政府不可放寬薄扶林發展限制以興建任何房屋。

11. 歐立成先生 MH、陳家珮女士、陳李佩英女士、張錫容女士、朱立威先生、林玉珍女士 MH、廖漢輝太平紳士、麥謝巧玲女士、司馬文先生及梅享富博士提出以下意見及查詢：

(I) 犧牲「綠化地帶」

- (a) 早前，相關部門曾介紹於南區共物色了十多幅土地用作發展房屋，當中亦涉及「綠化地帶」。鑑於基層市民對住屋的需求殷切，若署方在日後改劃「綠化地帶」後能切實解決許多市民的住屋問題，並能同時妥善處理交通問題，以及作出適當的保留樹木措施，當中便有商討空間，但大前題是不能犧牲「綠化地帶」以發展私人豪宅；
- (b) 理解城市發展須作出一定犧牲，但改劃兩幅珍貴的「綠化地帶」卻只能換來興建 222 個豪宅單位，實在無助舒緩普羅市民的住屋需求，質疑此等犧牲是否值得，並對改劃建議非常保留；以及
- (c) 本港的「綠化地帶」愈來愈少，因此反對改劃「綠化地帶」作房屋用途。

(II) 交通問題

- (a) 委員會早前要求相關部門就改劃建議提供交通影響評估報告，但相關部門至今仍未提供有關資料，只有運輸署在沒有進行任何評估的情況下得出的籠統意見，表示「改劃該兩幅用地對赤柱地區及附近交通網絡的累積交通影響可以接受」。在缺乏具體資料和數據的情況下，委員會繼續就議題展開討論亦只是徒然，故建議停止討論此議題，並要求相關部門先提供委員要求的資料。另外，規劃署表示會將委員於是次會議發表的意見提交予城規會考慮，但此做法並不恰當，故要求相關部門必須先向區議會提供詳盡的交通影響評估報告，包括交代主要路口現時的容量及發展兩幅用地對該些路口的影響等詳情，否則署方不應向城規會提交有關的改劃建議；
- (b) 署方早前提出 14 幅位於南區擬作房屋發展用途的用地，其中至少有十幅用地會影響香港仔隧道及黃竹坑道，以至南區整體的交通；
- (c) 現時，赤柱地區的交通壓力已非常沉重，假日期間的交通更是特別擠塞，雖然運輸署表示交通影響可以接受，但完全沒有實際數據的支持，故署方的結論實在難以令委員信服；
- (d) 自 2014 年 3 月 31 日的委員會會議，當區區議員已一直就改劃建議

諮詢居民。居民普遍認為赤柱地區一直備受交通問題困擾，加上海洋公園發展項目和區內其他發展所衍生的交通流量，將進一步加重區內的交通壓力。在未有具體的解決辦法前，居民並不願意繼續增加赤柱地區的房屋數目；以及

- (e) 署方在簡介有關改劃建議時，並沒有提及兩幅土地的發展限制及停車位數目，顯示資料不足且有誤導之嫌。根據《城市設計指引》，兩幅用地擬發展的房屋類型，每戶一般設有 1.5 至兩個停車位，故 222 個房屋單位即衍生約 400 多輛私家車出入，影響並不輕微。然而，運輸署只籠統地估計兩幅用地每小時約產生 50 輛小客車架次，而沒有任何數據支持。事實上，每個人對交通影響「可以接受」的程度和定義不盡相同，故必須就改劃建議進行詳盡的交通影響評估，以提供清晰客觀的數據說服委員及釋除公眾疑慮。

(會後補註：就上文(e)項，規劃署於會後澄清表示，有關停車位數量是由《香港規劃標準與準則》制訂。)

(III) 對樹木的影響

- (a) 根據相關部門進行的樹木調查報告，雖然顯示兩幅用地沒有《古樹名木冊》內註冊的樹木品種，但亦須砍伐多達 1 000 多棵樹木，許多生物的棲息居所會因而受到破壞，嚴重影響環境和生態平衡。此外，該樹木調查報告沒有提及受影響樹木的樹齡，有關用地一直劃為「綠化地帶」，相信樹木已有數十年樹齡，若因發展用地而被大量砍伐，即使日後重新種植同樣數量的樹木，亦不能彌補對環境的影響，故樹木調查報告有不盡之嫌；
- (b) 在香港這片「石屎森林」，每一棵樹木均得來不易，故即使受影響的樹木並非古樹或稀有品種，亦應好好珍惜；
- (c) 前黃竹坑邨遷拆時，尚且有四號幹線預留地用以移植樹木，影響相對較為輕微；但現時已沒有類似用地處置赤柱兩幅土地因發展而須砍伐的樹木，所以會對環境造成負面影響；以及
- (d) 希望了解受影響樹木的品種。

(IV) 尊重當區居民的意見

- (a) 改劃建議會對附近居民帶來最直接的影響。當區區議員與當區居民的溝通最密切，能更準確地掌握居民的意見，故希望相關部門尊重當區區議員的諮詢結果；以及
- (b) 各委員在與局方和相關部門的多次正式及非正式會面中，均表達對

交通影響的關注，因此，希望當局尊重地區的意見，不要一意孤行向城規會提交改劃建議後，再要求委員自行向城規會提交反對意見。

12. 姜錦燕女士就委員的意見及查詢綜合回應如下：

- (a) 規劃署已是第三次就南區的房屋發展事宜諮詢區議會，包括黃麻角道這兩幅土地，證明署方是非常尊重區議會及各委員的意見，亦有誠意提供進一步的資料以解答委員的提問；
- (b) 除了赤柱兩幅「綠化地帶」的改劃建議外，政府進行了一系列的措施以冀增加短、中及長期的土地供應，包括新發展區的規劃、填海建議及岩洞研究等，務求尋覓更多合適的住宅發展用地。政府並非盲目將所有「綠化地帶」改劃作住宅用途，檢討中考慮了各種因素，包括物色位於市區及其邊緣、接近現有發展、有道路通達、有社區配套設施的地點，以及評估擬議發展會否帶來嚴重或不可接受的影響等；
- (c) 發展用地時，無可避免地須砍伐樹木。地政總署已就有關改劃建議進行樹木調查，以便了解受影響樹木的數目，並將會在日後的賣地條款加入有關樹木保護和要求發展商提交園景設計總圖等要求，以補償砍伐樹木對環境造成的影響；
- (d) 規劃署已就區議會建議搬遷警察學院的事宜與保安局及香港警務處溝通，但他們均表示暫時沒有計劃搬遷位於黃竹坑的校舍，故署方不能單方面改劃土地用途。署方會繼續與相關部門溝通，然而，即使要搬遷校舍亦需要相當長的時間，難以解決短中期的房屋需求，政府仍須研究其他措施，以應付迫切的房屋需求問題；以及
- (e) 理解區議會的關注，並會向城規會反映區議會的所有意見。規劃署的職責是向城規會提交修訂圖則建議，城規會會就有關政府部門及區議會的意見作考慮，平衡所有相關的因素後，才決定是否進行修訂。

13. 譚桂芬女士回應表示，運輸署理解區議會就赤柱兩幅「綠化地帶」的改劃建議對交通的關注。由於兩幅用地擬作低密度住宅發展，所增加的車輛流量預計不多，估計每小時約有 50 架小客車架次。同時，赤柱村道及赤柱灘道的路口容車量可吸納兩幅用地衍生的車流，發展該兩幅土地後的交通情況仍可接受。

14. 朱慶虹太平紳士表示，規劃署代表未有回應他剛才的提問。對於發展局局長陳茂波先生於前述電視節目中，表示他要求於置富花園附近及其他改劃土地興建私人房屋，他希望姜錦燕女士確認規劃署是否曾於《施政

報告》公布後，就改劃雞籠灣的「綠化地帶」以興建私人房屋諮詢南區區議會。

15. 姜錦燕女士回應表示，規劃署沒有就上述事宜諮詢南區區議會，但曾聯同房屋署向南區區議會簡介放寬薄扶林發展限制以發展公營房屋一事。

16. 朱慶虹太平紳士表示，是項改劃建議牽涉「綠化地帶」，有別於其他「政府、機構或社區」用地或薄扶林道房屋擬增加樓宇高度的改劃建議，對居民的居住環境和整體的交通影響非常深遠，過往亦鮮有於南區改劃「綠化地帶」的個案，故區議會必須慎重考慮。然而，文件第 4 段指出規劃署將於下階段按程序將修訂建議、委員及相關部門的意見一併提交予城規會考慮。他詢問署方會否因應委員的反對意見收回改劃建議，抑或不不論委員會贊成與否，署方均會向城規會提交改劃建議；若屬後者，他質疑署方諮詢委員會的誠意和意義。他表示，區議會亦可自行向城規會遞交反對意見，但只會被視作其中一個團體的意見，難以影響城規會的決定。他續表示，署方理應在得到區議會和地區居民的支持後，才向城規會提交改劃建議，故署方是次諮詢的手法有程序問題。他希望了解是否不論區議會贊成與否，規劃署仍會繼續向城規會提交改劃建議，而不再諮詢區議會。

17. 陳富明先生 MH、陳李佩英女士、張錫容女士、楊默博士、楊位款太平紳士 MH、司馬文先生、陳郁傑博士及梅享富博士繼續提出以下意見及查詢：

(I) 交通問題

- (a) 相關部門告知有關路口仍會有剩餘容量，希望能提供實質數據支持。規劃署早前提出南區的 14 幅房屋發展用地中，第 1、2、7、8 及 10 項（見附件二）均會影響淺水灣及赤柱一帶的交通，但相關部門並沒有提供任何資料交代該些擬議發展對區內交通的累積影響。相關部門要求區議會支持改劃該 14 幅用地的建議，包括是次議題討論的兩幅赤柱用地，但在沒有任何實質數據支持的情況下，區議會實在難以作出支持。規劃署表示會向城規會反映委員的所有意見，言下之意即不論委員會今天的立場為何，署方亦會向城規會提交改劃建議。因此，署方必須先向區議會提供所有資料，包括詳盡的交通影響評估及數據，否則便不應向城規會提交改劃建議；
- (b) 現時，赤柱往香港仔及東區方向的道路的交通負荷已達飽和。在早前討論香港國際學校小學部暫用初中學部校舍的事宜時，區議會已

非常關注對赤柱一帶的交通影響。若再於赤柱地區增建豪宅，整體累積的交通負荷將更為沉重；

- (c) 不同意低密度住宅對交通流量影響較輕微的說法，反而低密度住宅衍生的私家車數量及交通量比一般住宅更多。每小時約 50 架小客車架次的結論更只是憑空估算，毫無數據支持，實在難以說服委員支持改劃建議；
- (d) 規劃署向城規會提交改劃建議時，理應一併提交交通影響評估及環境影響評估報告，以便城規會作出全盤考慮，並讓公眾人士查閱。相關部門至今未能提供有關報告，箇中原因令人懷疑；
- (e) 作為區議會的民選議員，實在難以支持犧牲「綠化地帶」以興建超級豪宅的建議，希望當局再作三思；
- (f) 規劃署下一步計劃將按程序向城規會提交改劃建議，令委員非常為難。若不論委員會的意見為何，署方仍會一意孤行提交改劃建議，則無須再浪費時間作討論和諮詢；
- (g) 市民對公營及私營房屋的需求均非常殷切，相信全港市民亦正期待更多的房屋發展。雖然政府有責任顧及上、中及基層的需要，但在目前情況下推出赤柱兩幅用地的改劃建議，未見解決基層房屋問題的曙光，便先興建普羅大眾難以負擔的超級豪宅，實在並不恰當；
- (h) 理解城市發展必須作出犧牲，例如現時每天便有超過 200 架次的混凝土車出入田灣混凝土廠，可幸的是情況尚可接受。憶述當年區議會反對設立上述混凝土廠時，只有兩位議員要求相關部門提供交通影響評估報告。運輸署現時就兩幅赤柱用地提供的資料，難以釋除委員對交通影響的疑慮，故應先提供更詳細的數據，以增加議員的信心；
- (i) 赤柱的交通配套一向不足，近日更因應交通重組計劃而將 66 號巴士線以 6 號巴士線取代，完全沒有考慮居民的實際需要，居民已怨聲載道，故實在無法再接受兩幅赤柱用地的改劃建議；以及
- (j) 理解本港的住屋需求殷切，政府須廣覓土地興建房屋，但按南區現時的情況，交通將難以負荷，故規劃署應就南區道路進行全盤檢視，包括改善道路以增加交通流量，方有條件興建更多房屋。除非配套設施加以配合，否則盲目興建房屋並不可行。

(II) 對樹木的影響

- (a) 有關當局曾於 2003 年發出名為「展望自然」的諮詢文件，希望相關部門回應砍伐 1 000 多棵樹木能否符合上述文件的標準；否則，相關部門必須提供環境影響評估報告，以清楚了解砍伐 1 000 多棵樹木對生態的影響；

- (b) 雖然兩幅用地牽涉的樹木並非古樹或稀有品種，但以興建 222 個單位計算，平均興建每間房屋便須砍伐約五棵樹木，比例頗高。希望了解受影響的樹木品種；以及
- (c) 相關部門表示會要求日後的發展商作出樹木保護及補償措施，希望了解具體的補償數字和方案。

(III) 其他意見

- (a) 政府的規劃大方向有利本港發展，故原則上支持有關發展方向，但同意相關部門須聽取多方面的意見，妥善處理及解決有關的交通和環境影響評估，以及當區居民的權益等事宜。

18. 姜錦燕女士就委員的意見及查詢綜合回應如下：

- (a) 規劃署理解並尊重委員的意見，但同時亦須尊重運輸署及漁護署等其他部門的專業意見。在處理該項改劃建議時，署方已徵詢部門意見，確定擬議的住宅用地並不會引致不可接受的影響。因應上次區議會的提問及意見，規劃署已作出跟進，再次徵詢相關的部門才再諮詢區議會。按程序，規劃署向城規會提交修訂建議時，會向城規會一併反映區議會和政府部門的意見，以供城規會考慮該修訂建議；以及
- (b) 一如文件所述，地政總署會在賣地條款內加入樹木保護及提交園景設計總圖等要求，於日後發展項目時，發展商亦須根據發展局的相關技術通告及地政總署的作業備考，提交有關的樹木補償或綠化環境建議。

19. 譚桂芬女士回應表示，運輸署理解低密度住宅的居民主要使用私家車出入，但在一般情況下，車輛應不會集中於同一時段出入。此外，赤柱於假日期間由於遊人眾多，泊位不足便導致違例泊車，造成交通擠塞，此情況有別於在該處發展兩幅用地對交通的影響。

20. 鄧善衡博士回應表示，漁護署曾前往赤柱視察有關的兩幅用地，觀察所得的樹木情況與地政總署提供的樹木調查報告資料大致相同。而規劃署向委員會提交的相關文件已提及該處的樹木品種，包括台灣相思、白楸、銀柴、布渣葉及鴨腳木等常見品種。署方已將有關發展兩幅用地對樹木的影響的意見提供予規劃署。

21. 主席總結時表示，於 2014 年 3 月 31 日的會議上，大部分委員對赤柱兩幅土地的修訂建議持反對或保留意見，委員會當時已表達其立場。時至今日，規劃署再次提出議題，並提出理據以回應委員的質詢和提問，希望藉以游說委員會通過有關改劃建議；然而，相關部門提供的資料，特別是交通方面，顯然不足以說服委員支持有關改劃建議。他表示，改劃「綠化地帶」以發展豪宅為重大的原則性改劃，委員對此非常關注。他相信相關部門已清楚聽取委員在是次會議發表的意見；值得注意的是，在該處興建豪宅理論上應獲當區居民的一定支持，惟經當區區議員進行諮詢後，當區亦因擔憂額外的交通負荷而反對有關改劃建議。在此情況下，委員會認為規劃署應先向區議會提供更多資料，而不應在資料未齊備的情況下，便向城規會提交改劃建議。此外，規劃署及發展局必須如實反映委員會的立場和訴求。剛才朱慶虹太平紳士指出發展局局長在有關的電視節目發表的言論或有無中生有之嫌，令人吃驚，若情況屬實，事件是非常嚴重的，秘書處須跟進有關事宜。發展局早前就放寬薄扶林南面的發展限制，以及在薄扶林、華富北、雞籠灣及置富花園附近等地發展公營房屋的事宜諮詢南區區議會，但其後局方只向外界表示「已經諮詢區議會」，有關說法和用詞容易造成誤導，令市民以為區議會已通過上述的土地改劃建議。主席強調，從相關部門的第一次諮詢至今，區議會從來沒有對上述改劃表示支持，局方的說法實在容易造成誤導。事實上，他曾分別出席置富花園的兩次居民會議，由於居民以為區議會已贊成政府將「綠化地帶」改劃作興建豪宅的建議，故於席上批評區議會的做法。他相信在座議員均清楚區議會由過往至今亦從來沒有支持有關改劃。他表示，政府部門必須慎言，不應為「交功課」而發表並非事實的言論，這對區議會非常不負責任。最後，主席請規劃署向有關當局反映委員於是次會議發表的意見。

（會後補註：委員會已於 2014 年 10 月 15 日去信發展局跟進有關事宜。有關信件及發展局的覆函分別載於附件一及二。）

議程三： **南區的海水水質問題**
（將一併討論由區諾軒先生、馮仕耕先生及司馬文先生提出的三項議題）
（地區發展文件 40/2014 號）

（朱慶虹太平紳士於下午 4 時 04 分離開會場。）

22. 主席歡迎以下部門代表出席會議：

政府總部
發展局
規劃地政科

香港添馬添美道2號
政府總部西翼



F A X

Planning and Lands Branch
Development Bureau
Government Secretariat

West Wing, Central Government
Offices, 2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 Our Ref. DEVB(PL-CR)2-10/179 Pt.2

來函檔號 Your Ref.

電話 Tel.: 3509 8804

傳真 Fax: 2845 3489

13 February 2015

Mr LAM Kai-fai, MH
Chairman, District Development and Environment Committee
Southern District Council Secretariat
1/F, Ocean Court
3 Aberdeen Praya Road
Aberdeen, Hong Kong

Dear Mr Lam,

Proposed Rezoning of Two Sites in Stanley for Housing Development

Thank you for the views of the District Development and Environment Committee (DDEC) of the Southern District Council on the rezoning of two sites on Wong Ma Kok Road, Stanley for housing development expressed at the meetings on 31 March 2014 and 29 September 2014. DDEC also requested further information about the traffic and tree impact at the meetings. The Planning Department has referred DDEC's views and request to this Bureau. Having consulted relevant departments, we reply as follows.

Traffic Impact

According to the Transport Department's traffic data, the most critical road junction is the intersection of Stanley Village Road/Stanley Beach Road/Stanley New Street. The current design traffic flow of the junction is about 800 to 900 passenger car units per hour (pcu/hr) per direction and the vehicle flow data are as follows:

- Weekdays: about 280 pcu/hr southbound and about 200 pcu/hr northbound during the morning peak hours; about 240 pcu/hr southbound and about 250 pcu/hr northbound during the afternoon peak hours; and
- Holidays: about 260 pcu/hr southbound and about 220 pcu/hr northbound during the morning peak hours; about 300 pcu/hr southbound and about 340 pcu/hr northbound during the afternoon peak hours.

Overall speaking, the current traffic flow of the junction has yet to reach the saturation level. The traffic flow during the morning or afternoon peak hours on weekdays account for about one-third of the design traffic flow, while that of the afternoon peak hours on holidays is about 40% of the design traffic flow.

The proposed development has a capacity to provide about 220 flats. According to the Hong Kong Planning Standards and Guidelines, it is estimated that about 278 parking lots should be provided and the vehicle flow on nearby roads during peak hours will increase by about 50 pcu/hr. A preliminary assessment shows that the proposed housing development will only increase the overall vehicle flow (per direction) of the above-mentioned junction to less than 50% of the junction's capacity during peak hours and will not cause significant traffic impact.

As for other sites in Southern District proposed for rezoning for housing purpose, well-established and effective mechanism and criteria will be adopted to assess the traffic impact of these proposed housing developments, and improvement measures will be proposed where appropriate. The relevant departments will consult the District Council at an appropriate time after completion of the traffic assessment.

Impact on Trees

The proposed housing sites are not intended for high-density development. However, as the development will cover tree-covered slopes, trees will inevitably be affected. According to the tree survey by the Lands Department, there are about 245 and 1 006 trees at the two sites in Stanley respectively. Among the existing trees, none of them is listed in or going to be included in the Register of Old & Valuable Trees. Most of them are common native species, such as *Acacia confusa*, *Mallotus paniculatus*, *Aporosa dioica*, *Microcos nervosa* and *Schefflera heptaphylla*. The Agriculture, Fisheries and Conservation Department has advised that no tree of particular conservation value was identified.

The Government will require developers to preserve or relocate existing trees, or replant trees in accordance with the existing greening guidelines and tree conservation mechanism. If the trees cannot be relocated completely on the sites, the developers will be required to carry out quality greening measures, such as theme planting, or to increase the greenery of the development area as a whole, or to provide vertical greening and roof-top greening, etc., to compensate for the original greening effect of the sites. In general, relevant tree preservation and landscaping clauses will be incorporated into the land lease for developers' compliance.

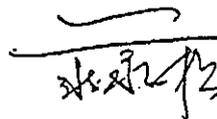
Conclusion

To meet the public's strong demand for housing, the Government has to continually carry out various land use reviews and make every effort to increase the supply of land for housing development. In the planning of land development, the Government will ascertain the relevant sites' development feasibility, and take into account the road infrastructure and other supporting facilities of the area. According to the assessments by relevant departments, the proposed residential development will not cause negative traffic, infrastructural and environmental impact on nearby areas. Given the current acute shortage of land and housing supply, we should optimise the use of every piece of developable land, in particular conveniently located sites. The housing development on the subject sites can help meet the public's strong demand for housing and benefit the community as a whole.

Next Step

The Planning Department plans to submit this month the proposed amendments to the Outline Zoning Plan (OZP) to the Town Planning Board (TPB) for consideration and reflect to the TPB the views expressed at the District Council meetings. Should the TPB agree to the relevant amendments, the OZP will be exhibited for public consultation for two months under the Town Planning Ordinance. Any person may submit, during this period of exhibition and consultation, written representations to the TPB regarding the relevant amendments. All written representations and comments received during the statutory period of exhibition will be submitted to the TPB for consideration. Persons who have made representations or comments will be invited to attend the TPB's hearing.

Yours sincerely,



(CHONG Wing Wun)
for Secretary for Development

c.c.

District Planning Office/
Hong Kong

(Attn: Ms Ginger Kiang) (Fax: 2895 3957)

Southern District Office

(Attn: Mr CHOW Chor-tim) (Fax: 2387 9805)

Transport Department

(Attn: Ms Irene TAM) (Fax: 2824 0399)

District Lands Office/

(Attn: Ms Joanne LOU) (Fax: 2833 1945)

Hong Kong West and South

Agriculture, Fisheries

(Attn: Mr. William CHOW) (Fax: 2377 4427)

and Conservation Department

譯本

政府總部
發展局
規劃地政科



Planning and Lands Branch
Development Bureau
Government Secretariat

香港添馬添美道2號
政府總部西翼

West Wing, Central Government
Offices, 2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 Our Ref. DEVB(PL-CR)2-10/179 Pt.2
來函檔號 Your Ref.

電話 Tel.: 3509 8804

傳真 Fax: 2845 3483

香港香港仔海傍道三號逸港居一樓
南區區議會秘書處
地區發展及環境事務委員會主席
林啟暉先生, MH

林主席：

**擬改劃兩幅位於赤柱的土地
作房屋發展用途**

多謝南區區議會地區發展及環境事務委員會(貴委員會)在2014年3月31日及9月29日的會議上就改劃位於赤柱黃麻角道的土地作房屋發展用途表達意見，並要求當局進一步提供有關交通及樹木影響的資料。規劃署將有關意見和要求轉達本局。經諮詢有關部門後，本局現謹覆如下。

交通影響

根據運輸署掌握的交通數據，最關鍵的路口為赤柱村道／赤柱灘道／赤柱新街交界。現時該路口的設計交通流量約為每小時800至900小客車架次(每方向)，車流如下：

- 平日上午繁忙時間南行每小時約280小客車架次，北行每小時約200小客車架次；下午繁忙時間南行每小時約240小客車架次，北行每小時約250小客車架次；及
- 假日上午繁忙時間南行每小時約260小客車架次，北行約220小客車架次；下午繁忙時間南行每小時約300小客車架次，北行每小時約340小客車架次。

總括而言，現時該路口的交通容量尚未飽和。平日上午或下午繁忙時間的交通流量大約是設計流量的三分之一；假日下午繁忙時間交通流量大約是設計流量的百分之四十。

擬議發展共可提供約 220 個單位，按《香港規劃標準與準則》估計需提供約 278 個車位，於繁忙時間為附近道路增加車流量為每小時約 50 架次。初步評估結果顯示，上述標題房屋發展項目只會於繁忙時間令上述路口整體車流(每方向)增加至少於該路口的容車量的百分之五十，不會對交通產生重大影響。

其他在南區擬議改劃為房屋用途的土地均會透過行之有效的機制和準則，評估擬議房屋發展對交通造成的影響，並建議適當的改善措施。有關部門會在完成上述交通評估後適時諮詢區議會。

樹木影響

該項擬議住宅項目不會作高密度發展。由於發展涉及樹木覆蓋的斜坡，因此將不可避免影響樹木。根據地政總署進行的樹木調查，該兩幅位於赤柱的土地分別約有 245 株和 1006 株樹木。當中沒有已登記於或將加入《古樹名木冊》的樹木，大部分樹木是常見的本地樹木品種，例如台灣相思、白楸、銀柴、布渣葉和鴨腳木等。漁農自然護理署指出，當中沒有被鑒定為具特別保育價值的樹木。

當局會按既定的綠化指引及樹木保育機制，要求發展商保存、搬遷現有的樹木或重新種植樹木。如用地未能全部重置有關樹木，發展商需透過優質的綠化措施，如主題種植、增加整個發展地點的綠化範圍、提供垂直綠化及屋頂綠化等，以補償該地原有的綠化效果。一般而言，土地契約會加入有關保護樹木及美化環境條款，要求發展商遵行。

總結

為滿足市民殷切的房屋需求，政府有必要持續進行各項土地檢討工作，並致力增加房屋土地供應。政府在規劃土地發展時，會確定相關土地的發展可行性，並考慮該區的道路基建及其他設施配套。根據有關部門的評估，該住宅發展不會對附近地區的交通、基建及環境各方面造成負面影響。在現時土地及房屋供應緊張的情況下，我們有必要善用每幅可發展的土地資源，尤其是交通方便的用地。將該用地

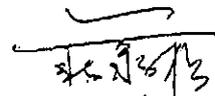
用作房屋發展，有助應付市民殷切的房屋需求，為整體社會帶來裨益。

下一步

規劃署擬於本月內就擬議大綱圖修訂提交城市規劃委員會（城規會）考慮，並會向城規會反映區議會於會議上表達的意見。若城規會同意有關修訂，該大綱圖將會根據《城市規劃條例》展示及諮詢公眾兩個月。任何人士均可在這展示諮詢期內，就有關修訂向城規會提交書面申述。在法定展示期內收到的書面申述及意見，會提交城規會考慮。作出申述的人士及提出意見的人士，將獲邀出席聆訊。

發展局局長

(莊永桓



代行)

2015年2月13日

副本送：

港島規劃處

南區民政事務處

運輸署

港島西及南區地政處

漁農自然護理署

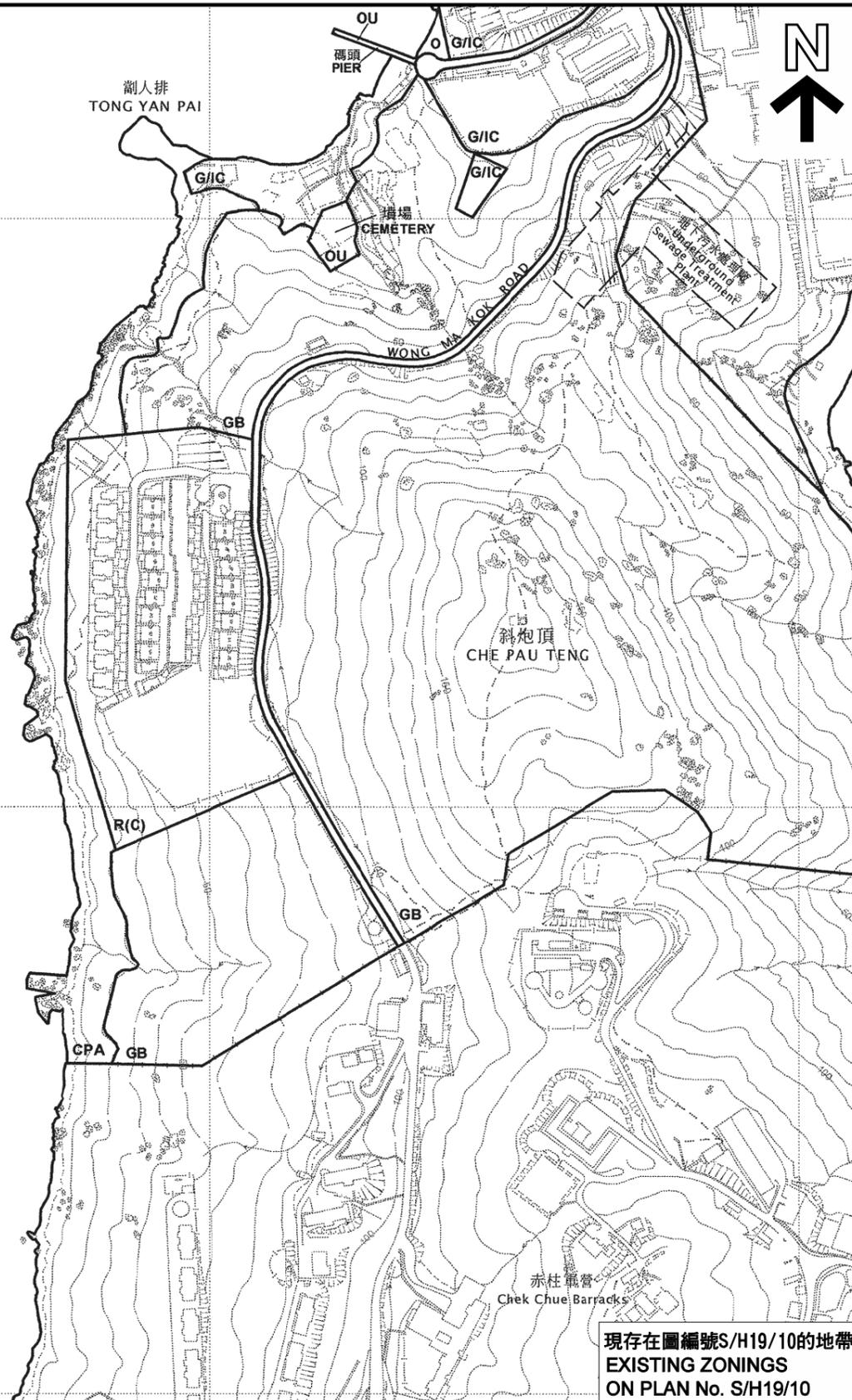
(經辦人：姜錦燕女士)(傳真：2895 3957)

(經辦人：周楚添先生)(傳真：2387 9805)

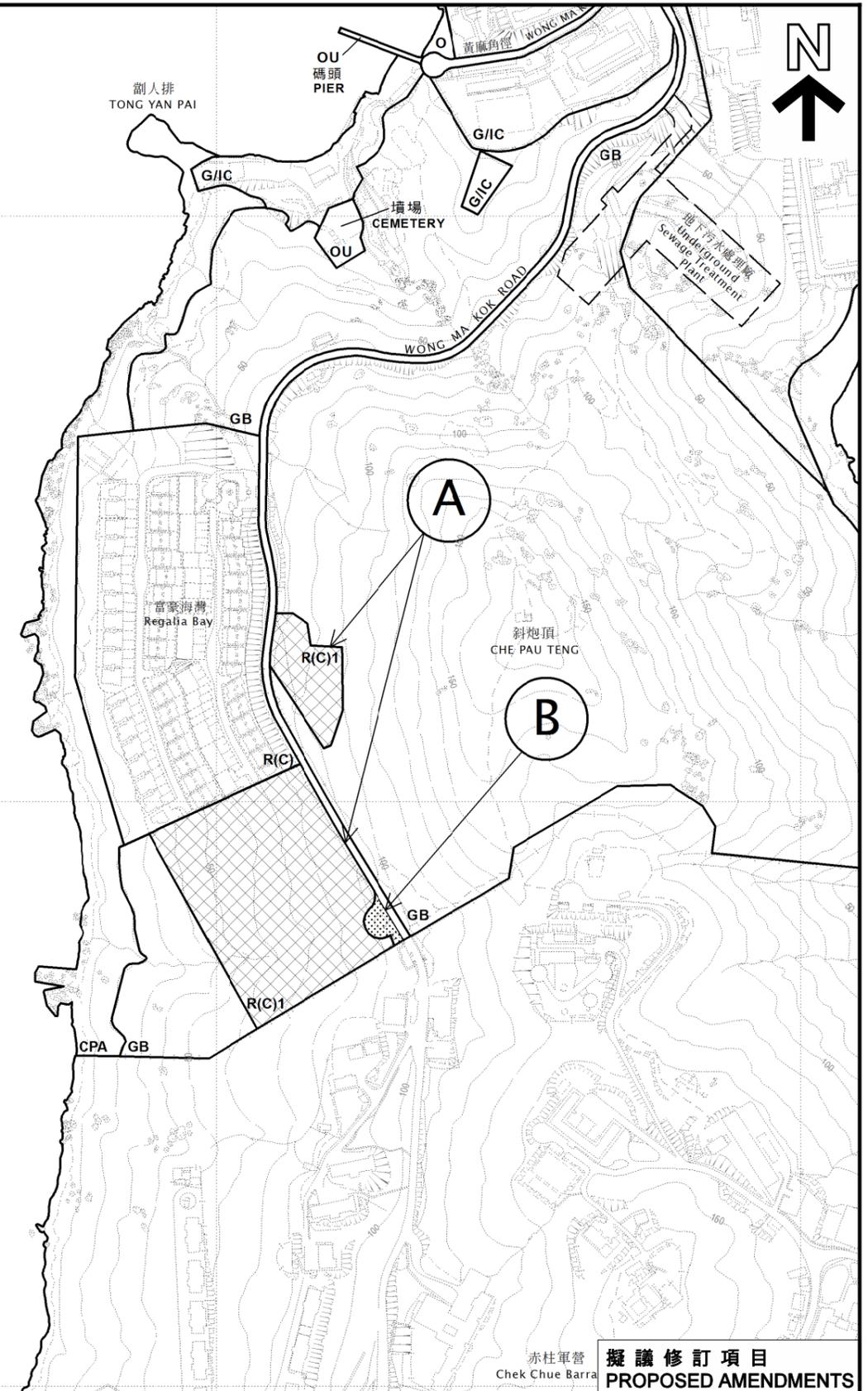
(經辦人：譚桂芬女士)(傳真：2824 0399)

(經辦人：劉燕儀女士)(傳真：2833 1945)

(經辦人：周兆鴻先生)(傳真：2377 4427)



現存在圖編號S/H19/10的地帶
EXISTING ZONINGS
ON PLAN No. S/H19/10



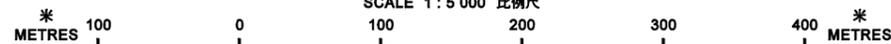
擬議修訂項目
PROPOSED AMENDMENTS

分區計劃大綱圖上現有與擬議用途地帶的比較
COMPARISON OF EXISTING AND PROPOSED ZONINGS ON THE OZP

赤柱分區計劃大綱核准圖編號 S/H19/10 的擬議修訂項目
PROPOSED AMENDMENTS TO APPROVED STANLEY OZP No. S/H19/10

修訂項目A及B
AMENDMENT ITEMS A & B

SCALE 1 : 5 000 比例尺



本摘要圖於2014年11月20日擬備，
所根據的資料為於2005年2月1日
核准的分區計劃大綱圖編號S/H19/10
EXTRACT PLAN PREPARED ON 20.11.2014
BASED ON OUTLINE ZONING PLAN No. S/H19/10
APPROVED ON 1.2.2005

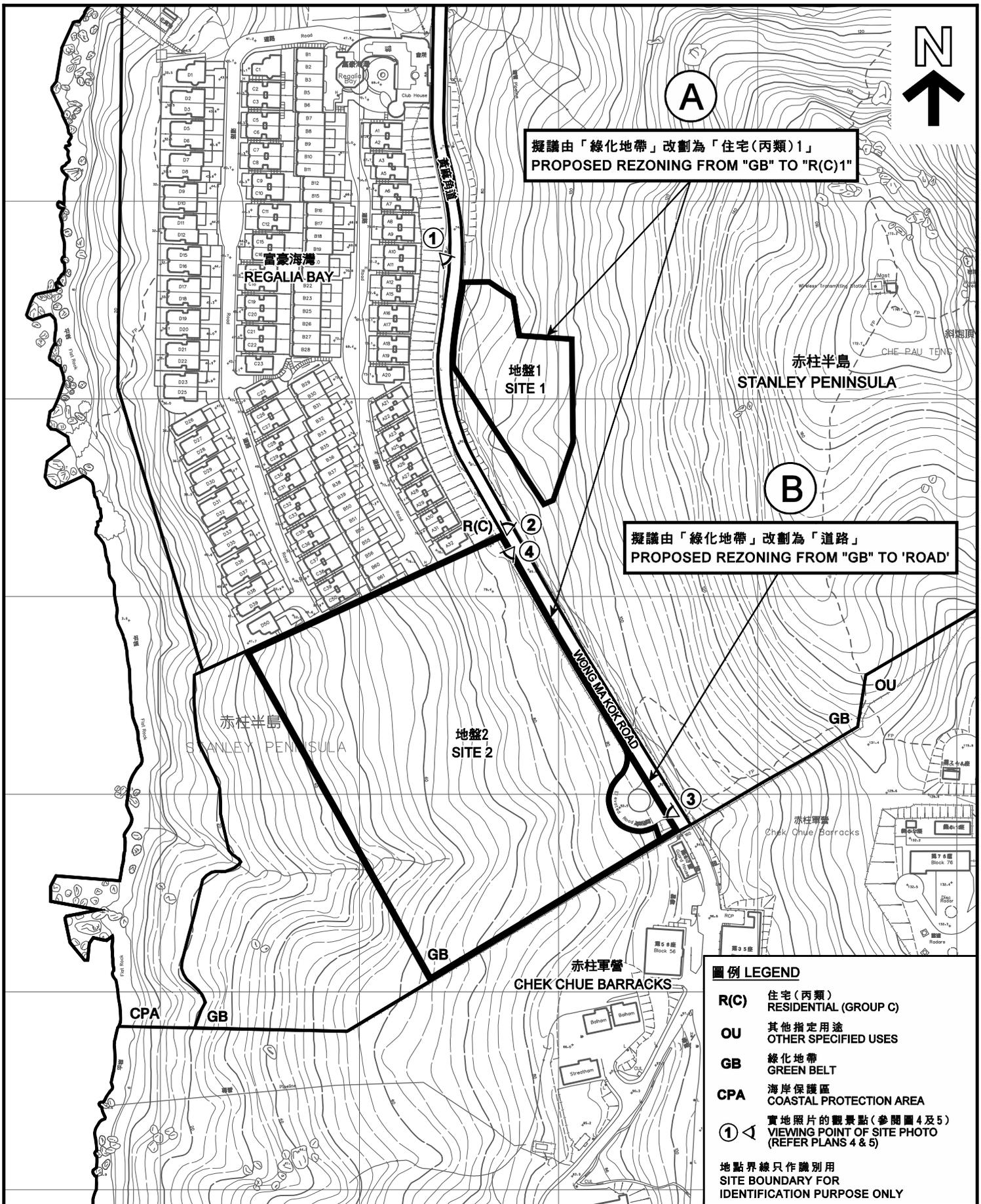
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/H19/14/4

圖 PLAN

1



擬議由「綠化地帶」改劃為「住宅(丙類)1」
PROPOSED REZONING FROM "GB" TO "R(C)1"

擬議由「綠化地帶」改劃為「道路」
PROPOSED REZONING FROM "GB" TO "ROAD"

圖例 LEGEND	
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
CPA	海岸保護區 COASTAL PROTECTION AREA
①	實地照片的觀景點(參閱圖4及5) VIEWING POINT OF SITE PHOTO (REFER PLANS 4 & 5)
地點界線只作識別用 SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY	

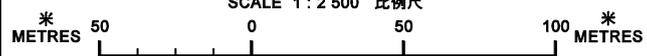
平面圖 SITE PLAN

赤柱分區計劃大綱核准圖編號S/H19/10的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED STANLEY OZP No. S/H19/10

修訂項目A及B

AMENDMENT ITEMS A & B

SCALE 1 : 2 500 比例尺



規劃署
PLANNING
DEPARTMENT

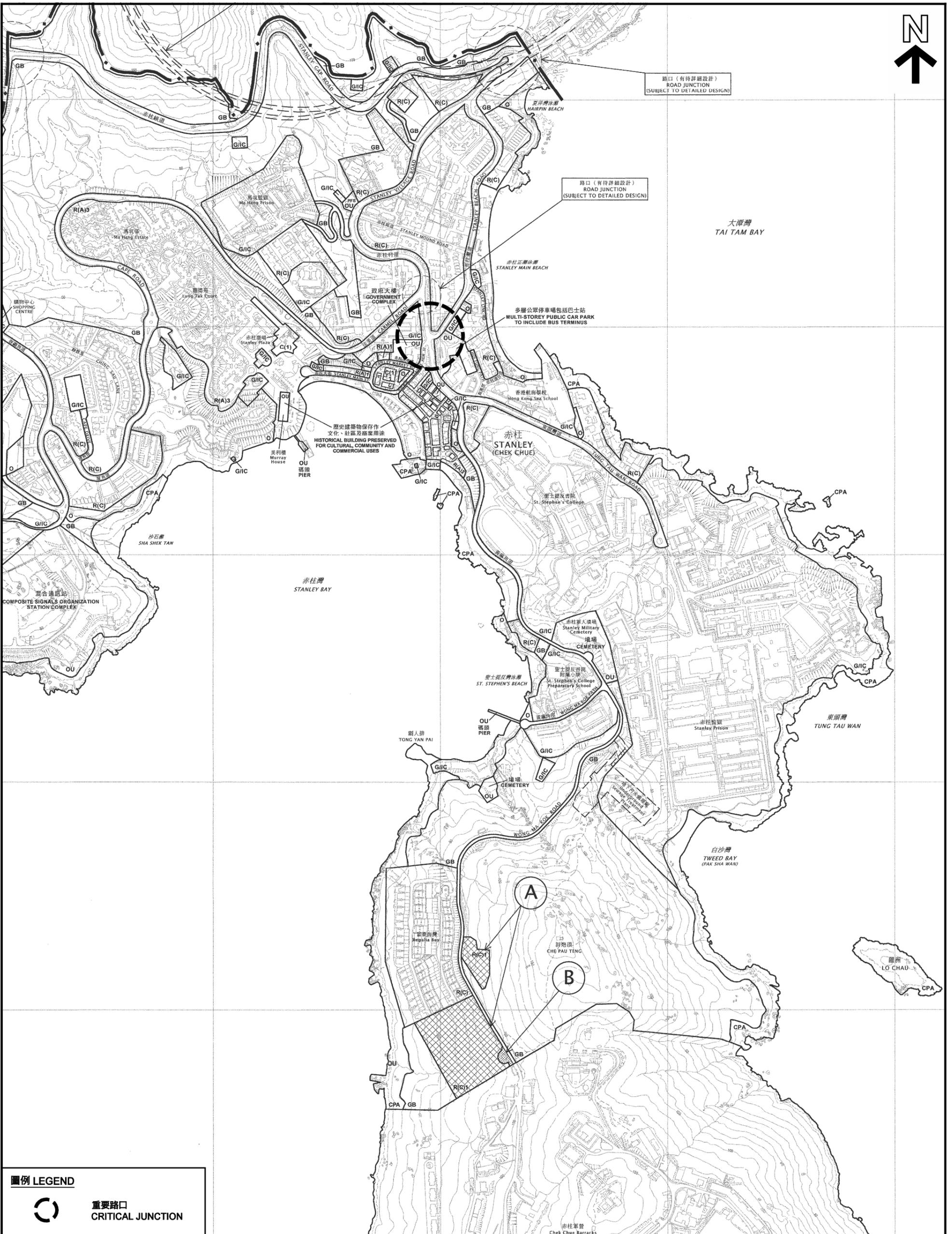


參考編號
REFERENCE No.
M/H19/14/4

圖 PLAN
2

本摘要圖於2014年11月13日擬備，
所根據的資料為測量圖編號
15-NE-17D和22B

EXTRACT PLAN PREPARED ON 13.11.2014
BASED ON SURVEY SHEETS No.
15-NE-17D & 22B



路口 (有待詳細設計)
ROAD JUNCTION
(SUBJECT TO DETAILED DESIGN)

路口 (有待詳細設計)
ROAD JUNCTION
(SUBJECT TO DETAILED DESIGN)

多層公眾停車場包括巴士站
MULTI-STOREY PUBLIC CAR PARK
TO INCLUDE BUS TERMINUS

歷史建築物保存用途
文化、社區及商業用途
HISTORICAL BUILDING PRESERVED
FOR CULTURAL, COMMUNITY AND
COMMERCIAL USES

圖例 LEGEND



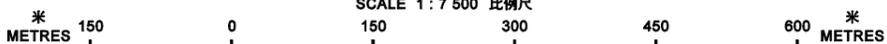
重要路口
CRITICAL JUNCTION

關鍵路口之位置圖 LOCATION PLAN OF CRITICAL JUNCTION

赤柱分區計劃大綱核准圖編號 S/H19/10 的擬議修訂項目
PROPOSED AMENDMENTS TO APPROVED STANLEY OZP No. S/H19/10

修訂項目A及B
AMENDMENT ITEMS A & B

SCALE 1:7 500 比例尺



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/H19/14/4

圖 PLAN

3

本摘要圖於2014年11月19日擬備，
所根據的資料為於2005年2月1日
核准的分區計劃大綱圖編號S/H19/10
EXTRACT PLAN PREPARED ON 19.11.2014
BASED ON OUTLINE ZONING PLAN
No. S/H19/10 APPROVED ON 1.2.2005



A

擬議由「綠化地帶」改劃為「住宅(丙類)1」
PROPOSED REZONING FROM "GB" TO "R(C)1"

富豪海灣
REGALIA BAY

黃埔海濱

WONG MA KOE ROAD

地盤1
SITE 1

赤柱半島
STANLEY PENINSULA

B

擬議由「綠化地帶」改劃為「道路」
PROPOSED REZONING FROM "GB" TO 'ROAD'

地盤2
SITE 2

赤柱軍營
CHEK CHUE BARRACKS

地點界線只作識別用
SITE BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

航攝照片 AERIAL PHOTO

赤柱分區計劃大綱核准圖編號S/H19/10的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED STANLEY OZP No. S/H19/10

修訂項目A及B
AMENDMENT ITEMS A & B

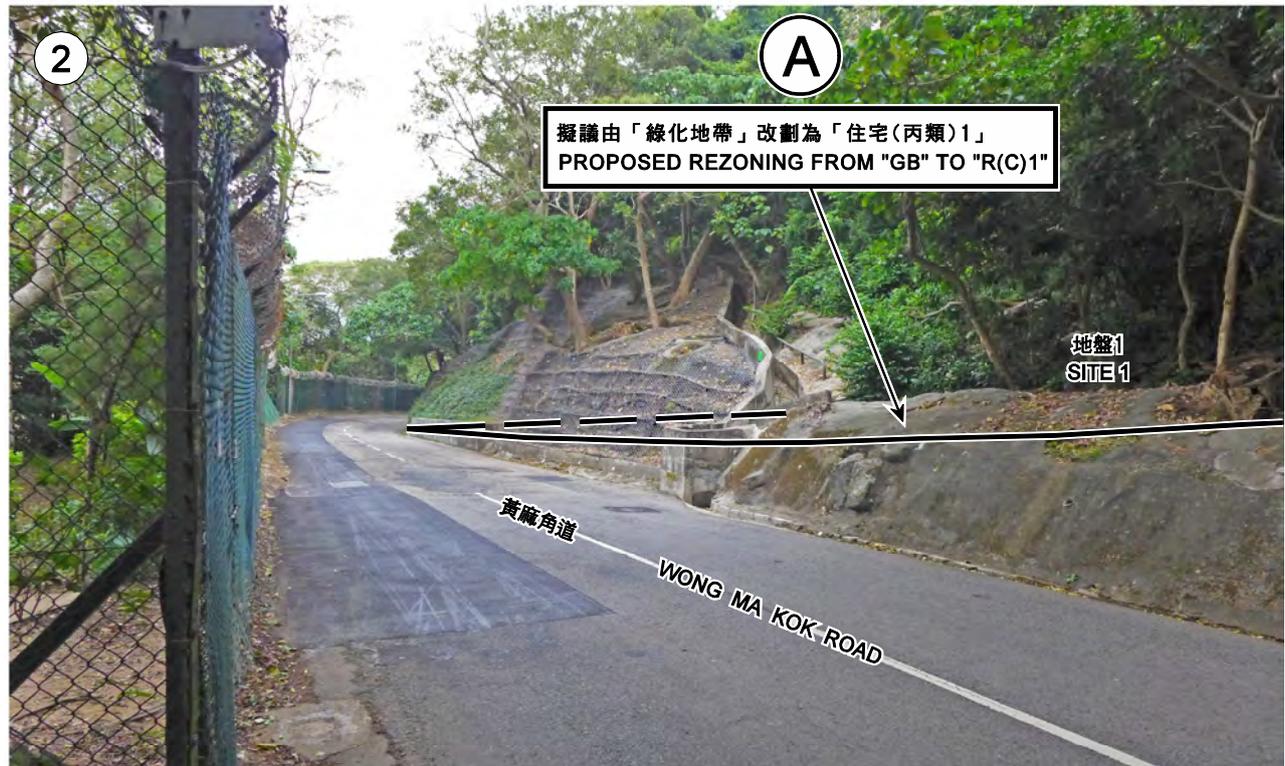
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H19/14/4

圖 PLAN
4

本摘要圖於2014年11月13日擬備，所根據的資料為地政總署於2014年1月1日拍得的航攝照片編號CS47177
EXTRACT PLAN PREPARED ON 13.11.2014 BASED ON AERIAL PHOTO No. CS47177 TAKEN ON 1.1.2014 BY LANDS DEPARTMENT



地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

本圖於2014年11月13日擬備，所根據的資料為攝於2014年11月5日的實地照片
EXTRACT PREPARED ON 13.11.2014
BASED ON SITE PHOTOS TAKEN ON 5.11.2014

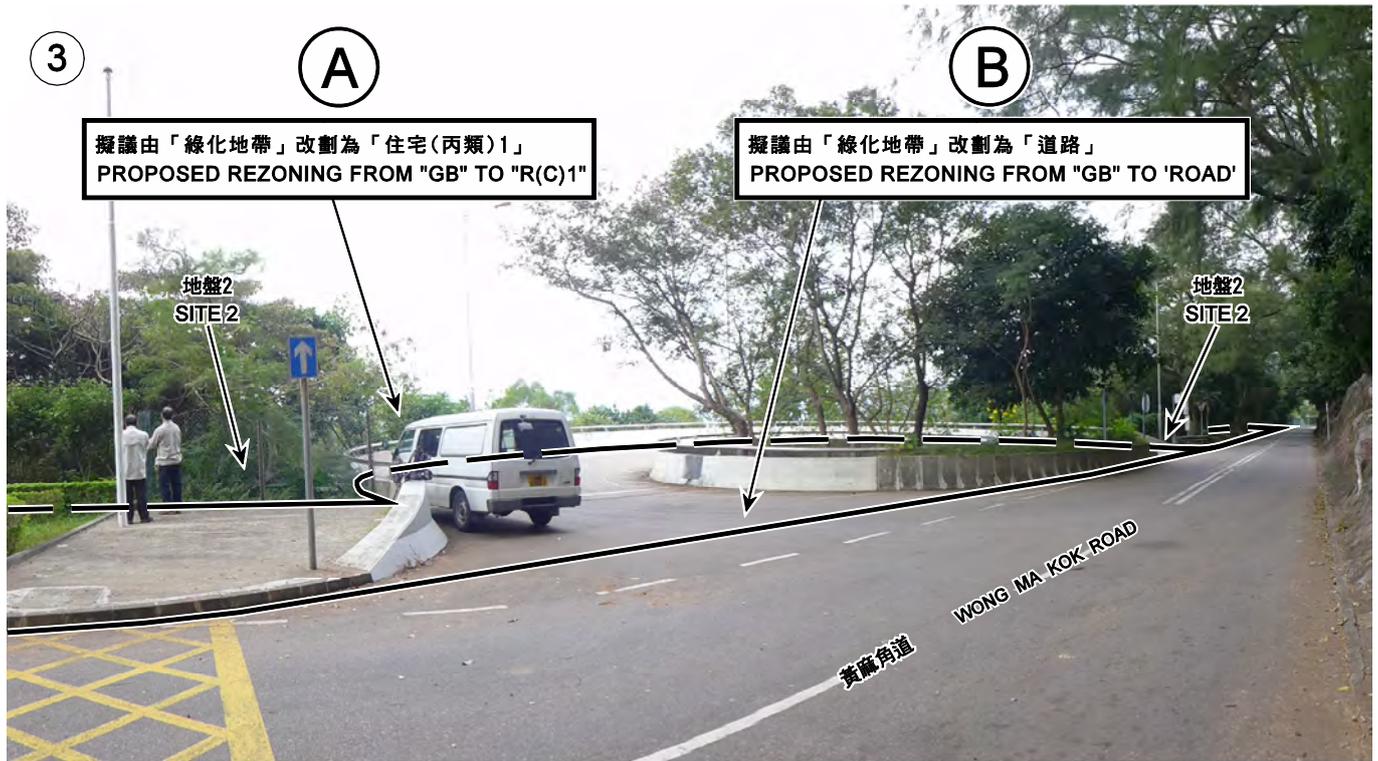
赤柱分區計劃大綱核准圖編號S/H19/10的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED STANLEY OZP No. S/H19/10
修訂項目A及B
AMENDMENT ITEMS A & B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H19/14/4

圖 PLAN
5



地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

本圖於2014年11月13日擬備，所根據的資料為攝於2014年11月5日的實地照片
EXTRACT PREPARED ON 13.11.2014
BASED ON SITE PHOTOS TAKEN ON 5.11.2014

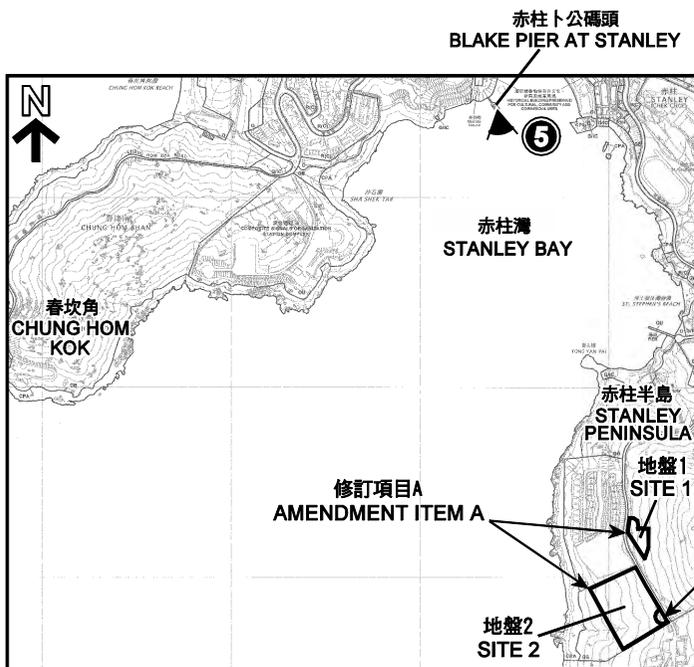
赤柱分區計劃大綱核准圖編號S/H19/10的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED STANLEY OZP No. S/H19/10
修訂項目A及B
AMENDMENT ITEMS A & B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H19/14/4

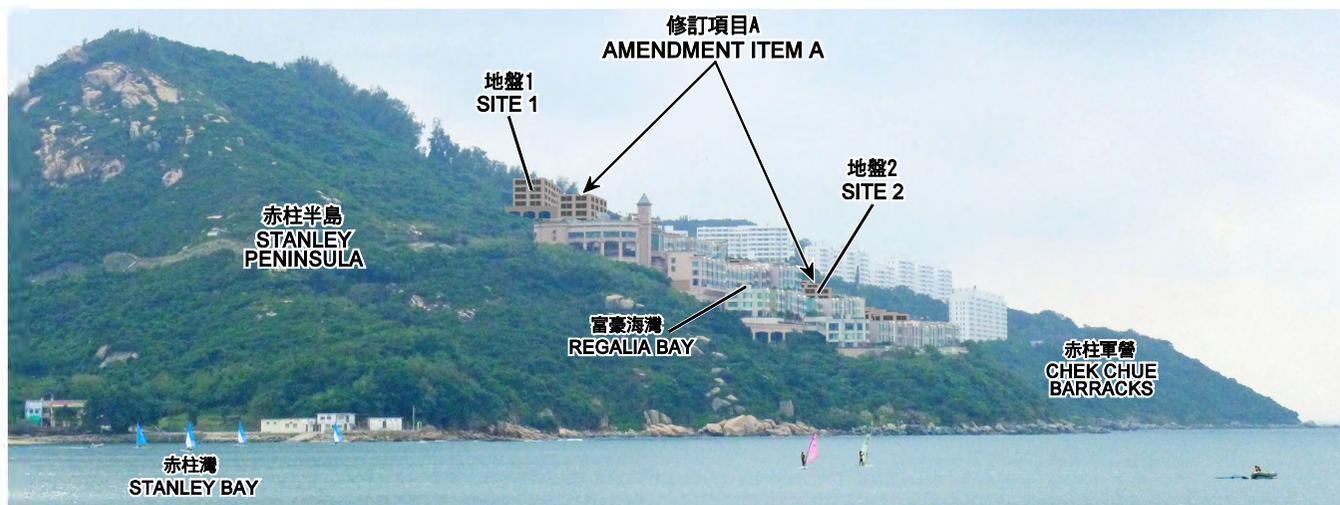
圖 PLAN
6



本圖所根據的資料為於2005年2月1日核准的分區計劃大綱圖編號S/H19/10
EXTRACT PLAN BASED ON
OUTLINE ZONING PLAN No. S/H19/10 APPROVED ON 1.2.2005



從赤柱卜公碼頭遠眺的現有景觀
EXISTING VIEW FROM BLAKE PIER AT STANLEY



合成照片
PHOTOMONTAGE

圖例 LEGEND

合成照片的觀景點
VIEWING POINT OF PHOTOMONTAGE

地點界線只作識別用
SITE BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本圖於2014年11月25日擬備，所根據的資料為攝於2014年11月5日的實地照片
EXTRACT PREPARED ON 25.11.2014
BASED ON SITE PHOTO TAKEN ON
5.11.2014

合成照片 PHOTOMONTAGE

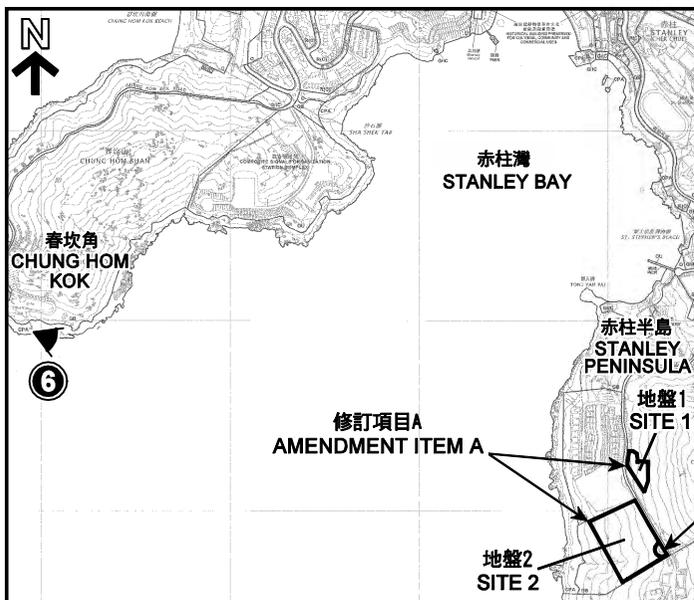
赤柱分區計劃大綱核准圖編號S/H19/10的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED STANLEY OZP No. S/H19/10
修訂項目A及B
AMENDMENT ITEMS A & B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H19/14/4

圖 PLAN
7

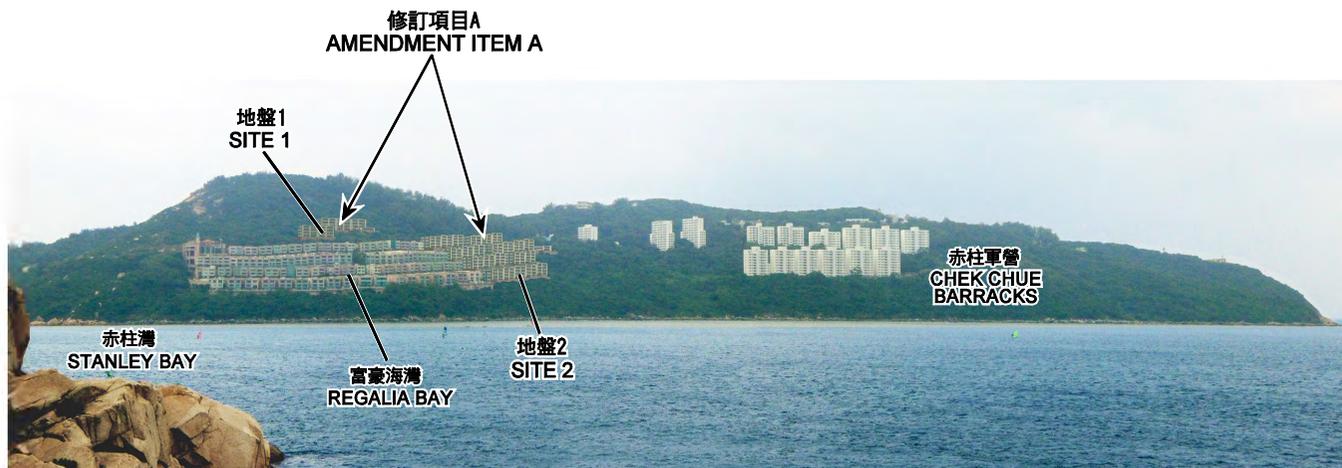


本圖所根據的資料為於2005年2月1日核准的分區計劃大綱圖編號S/H19/10
EXTRACT PLAN BASED ON
OUTLINE ZONING PLAN No. S/H19/10 APPROVED ON 1.2.2005



從春坎角遠眺的現有景觀
EXISTING VIEW FROM CHUNG HOM KOK

修訂項目B
AMENDMENT ITEM B



合成照片
PHOTOMONTAGE

圖例 LEGEND

⑥ ◀ 合成照片的觀景點
VIEWING POINT OF PHOTOMONTAGE

地點界線只作識別用
SITE BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本圖於2014年11月19日擬備，所根據的資料為攝於2014年11月5日的實地照片
EXTRACT PREPARED ON 19.11.2014
BASED ON SITE PHOTO TAKEN ON
5.11.2014

合成照片 PHOTOMONTAGE

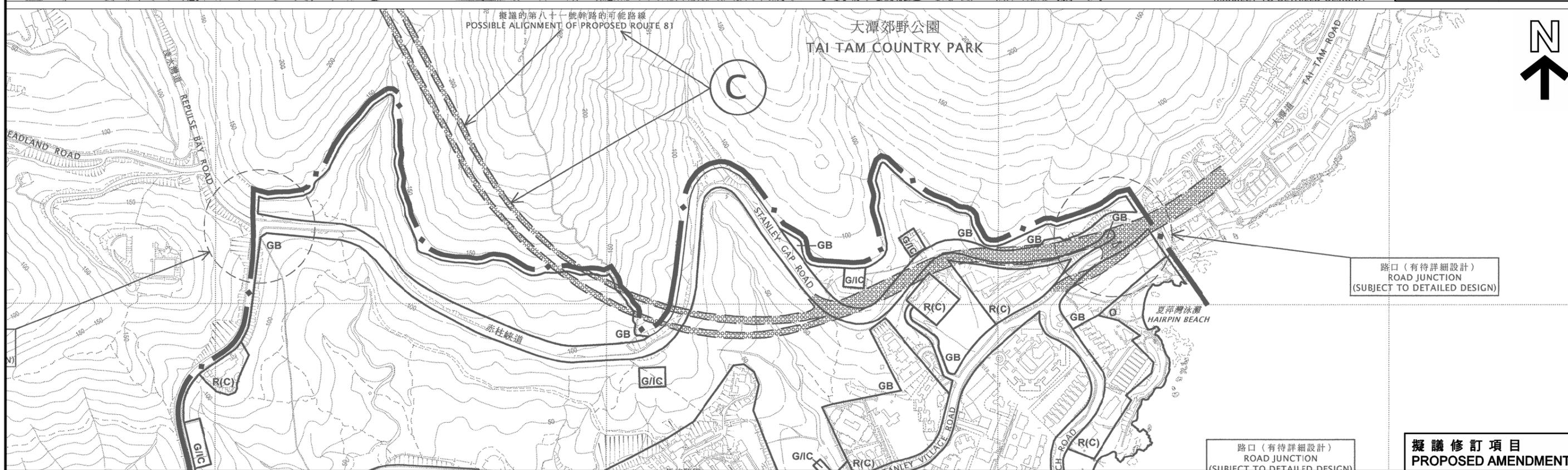
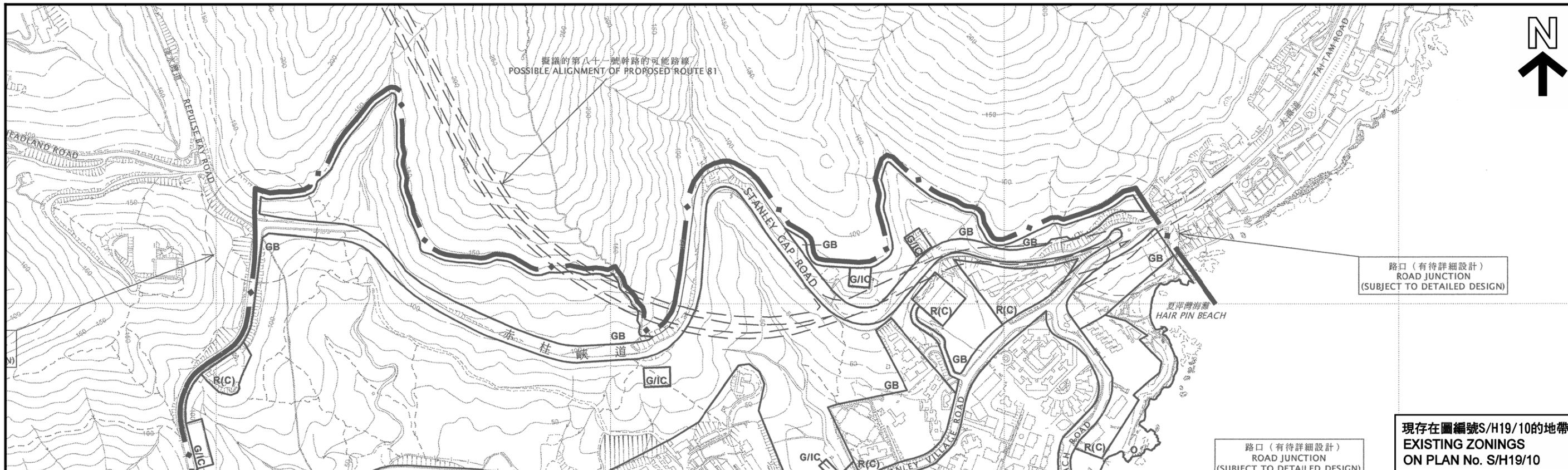
赤柱分區計劃大綱核准圖編號S/H19/10的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED STANLEY OZP No. S/H19/10
修訂項目A及B
AMENDMENT ITEMS A & B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H19/14/4

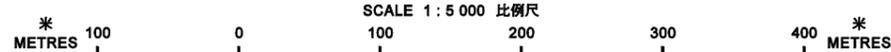
圖 PLAN
8



分區計劃大綱圖上現有與擬議用途地帶的比較
COMPARISON OF EXISTING AND PROPOSED ZONINGS ON THE OZP

赤柱分區計劃大綱核准圖編號 S/H19/10 的擬議修訂項目
 PROPOSED AMENDMENTS TO APPROVED STANLEY OZP No. S/H19/10

修訂項目C
 AMENDMENT ITEM C



本摘要圖於2015年2月17日擬備，
 所根據的資料為於2005年2月1日
 核准的分區計劃大綱圖編號S/H19/10
 EXTRACT PLAN PREPARED ON 17.2.2015
 BASED ON OUTLINE ZONING PLAN No. S/H19/10
 APPROVED ON 1.2.2005

規劃署
 PLANNING DEPARTMENT



參考編號
 REFERENCE No.
 M/H19/14/4

圖 PLAN
 9