

Planning Review on Development of Ex-Cha Kwo Ling Kaolin Mine Site 前茶果嶺高嶺土礦場 發展規劃檢討



**Task Force on Harbourfront Developments in Kowloon,
Tsuen Wan and Kwai Tsing**

九龍、荃灣及葵青海濱發展專責小組



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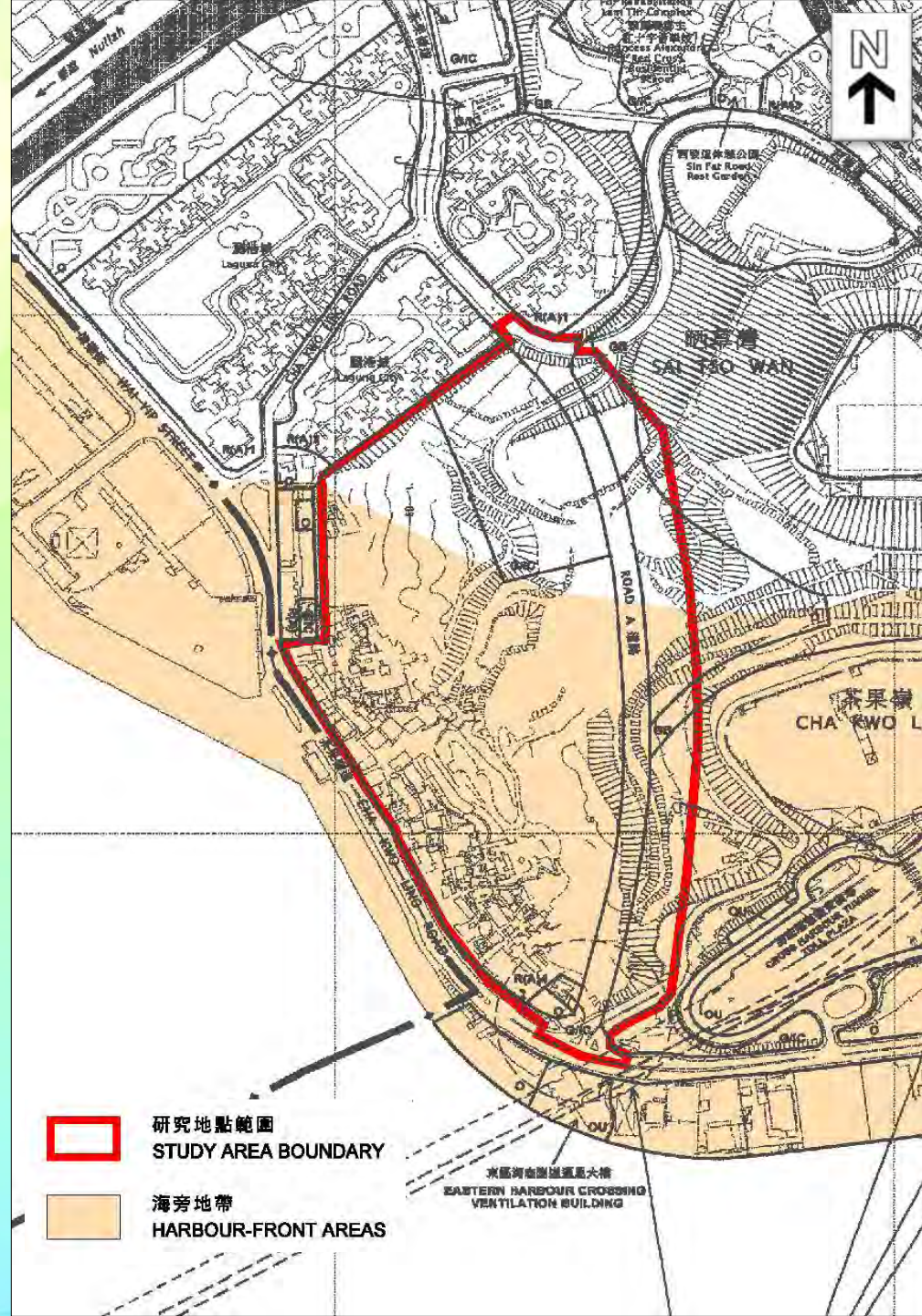


Background 背景

- **The Ex-Cha Kwo Ling Kaolin Mine Site (Ex-CKLKMS) has been abandoned for many years**
茶果嶺高嶺土礦場已停止運作多年
- **Since 1998, the zonings of the Ex-CKLKMS and its surrounding areas on the Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) are as follows:**
自1998年開始，前茶果嶺高嶺土礦場及周邊地方在茶果嶺、油塘、鯉魚門分區計劃大綱圖上是劃作:

Background 背景

- **Residential (Group A) 4**
住宅(甲類)4
 - 10.6ha 公頃
 - **Maximum domestic GFA:**
最大住用總樓面面積:
610,000m² 平方米
 - **Maximum non-domestic GFA:**
最大非住用總樓面面積:
13,890m² 平方米
- **Government, Institution or Community**
政府、機構或社區
 - 3.3ha 公頃
- **Open Space 休憩用地**
 - 1.3ha 公頃
- **Green Belt 綠化地帶**
 - 0.2ha 公頃
- **Road 道路**
 - 2.2ha 公頃



Background 背景



PlanD commissioned a planning review on development of Ex-CKLKMS in July 2011 to review the planned land uses and prepare a Master Layout Plan with a view to expediting housing land supply and forming a basis for amendments to the OZP.

為加快房屋用地供應及修改分區計劃大綱圖，規劃署於2011年7月對該區進行規劃研究，檢討該區未來的土地用途及擬備總綱發展圖。

Study Area 研究地點



- **About 18 ha 約18公頃**
- **Including Ex-CKLKMS, CKL Village and the green knoll in between**
包括前茶果嶺高嶺土礦場、茶果嶺村及處於其間的山丘
- **Land mainly under Government ownership 主要屬政府土地**

Planning and Urban Design Principles

規劃及城市設計原則

- 1. to take into account the latest planning circumstances and community aspirations;**
考慮最新的規劃情況及限制，和公眾的期望
- 2. to create a green, sustainable and pedestrian-friendly environment and community;**
締造一個可持續發展和方便行人的環境和社區
- 3. to conserve the existing green knolls and natural slopes, to increase provision of recreation outlets and and to promote public access to the harbourfront ;**
保留現有的自然地貌、提供休憩場地及加強與海濱的連接

Planning and Urban Design Principles

規劃及城市設計原則

4. to keep the status quo of CKL Village;
保持茶果嶺村的現況
5. to optimize the provision of housing land on the ex-quarry platforms to reduce the scale of site formation and engineering works; and
發展將集中在前礦場平台上，儘量減少平整地盤
6. to provide view/ventilation corridors to ensure the visual connection and to reduce the potential impact on the air ventilation in the area.
設觀景及通風廊以保留對海濱的視覺景觀及減少對區內空氣流通的影響

Proposed Development 擬議發展

- **Medium-density of private residential development with one primary school and public open space on the ex-quarry platforms**

在前礦場平台上發展中密度私人住宅、一間小學及公眾休憩用地

- **Apart from the proposed enhancement works to slopes and the existing sitting-out areas, the remaining area would be kept intact.**

其餘地方以維持現狀為主，在適當的山坡及茶果嶺村內的休憩用地進行環境改善工程

Proposed Development 擬議發展

Proposed Master Layout Plan 擬議總綱發展圖



Proposed Landscape Framework 擬議園景設計大綱圖



Major Development Parameters 主要發展參數

Land Use Proposals 土地用途	Area (ha) 面積(公頃)
Residential 住宅用地 <i>Private Residential 私人樓宇 :</i> 15 blocks 幢 <i>No. of Flats 住宅單位 :</i> 2,200 units 個* <i>Estimated Population 估計人口 :</i> about 約6,000 ** <i>Plot Ratio 地積比率 :</i> 3.8-4.5 (average 平均 4.0) <i>Domestic GFA 住用樓面面積:</i> 130,000m ² 平方米 <i>Building Height 樓宇高度 :</i> 16-22 Storeys 層 (最高主水平基準上 90-108 mPD 米)	3.21
Government, Institution and Community : 1 Primary School (30 classrooms, Max. 8 storeys) 政府、機構及社區設施: 1所小學 (30間課室、最高8層)	0.64
Road 道路	0.73
Open Space 休憩用地	1.11 (including slopes and EVA access) (包括山坡及緊急通道)
Green Belt 綠化地帶	5.25
Cha Kwo Ling Village 茶果嶺村	4.57
Road Reserve 預留道路	1.39

*Assuming average flat size of 60 m² 單位平均面積假設為60平方米

**Assuming average household size of 2.67 persons 單位居住人數假設為2.67人

Broad Technical Assessments 初步技術評估

Traffic and Transport Assessments 交通評估

Access Arrangement 出入口處安排

- **Upgrading of the northern ex-quarry access off Sin Fat Road to a standard vehicular access; and**
北面與茜發道連接的前礦場通道改建為標準的車輛通道;及
- **Conversion of the southern ex-quarry access to a landscaped walkway cum EVA access connecting Cha Kwo Ling Road and the waterfront**
南端的前礦場通道改建為緊急車輛通道及行人通道連接茶果嶺道及海濱

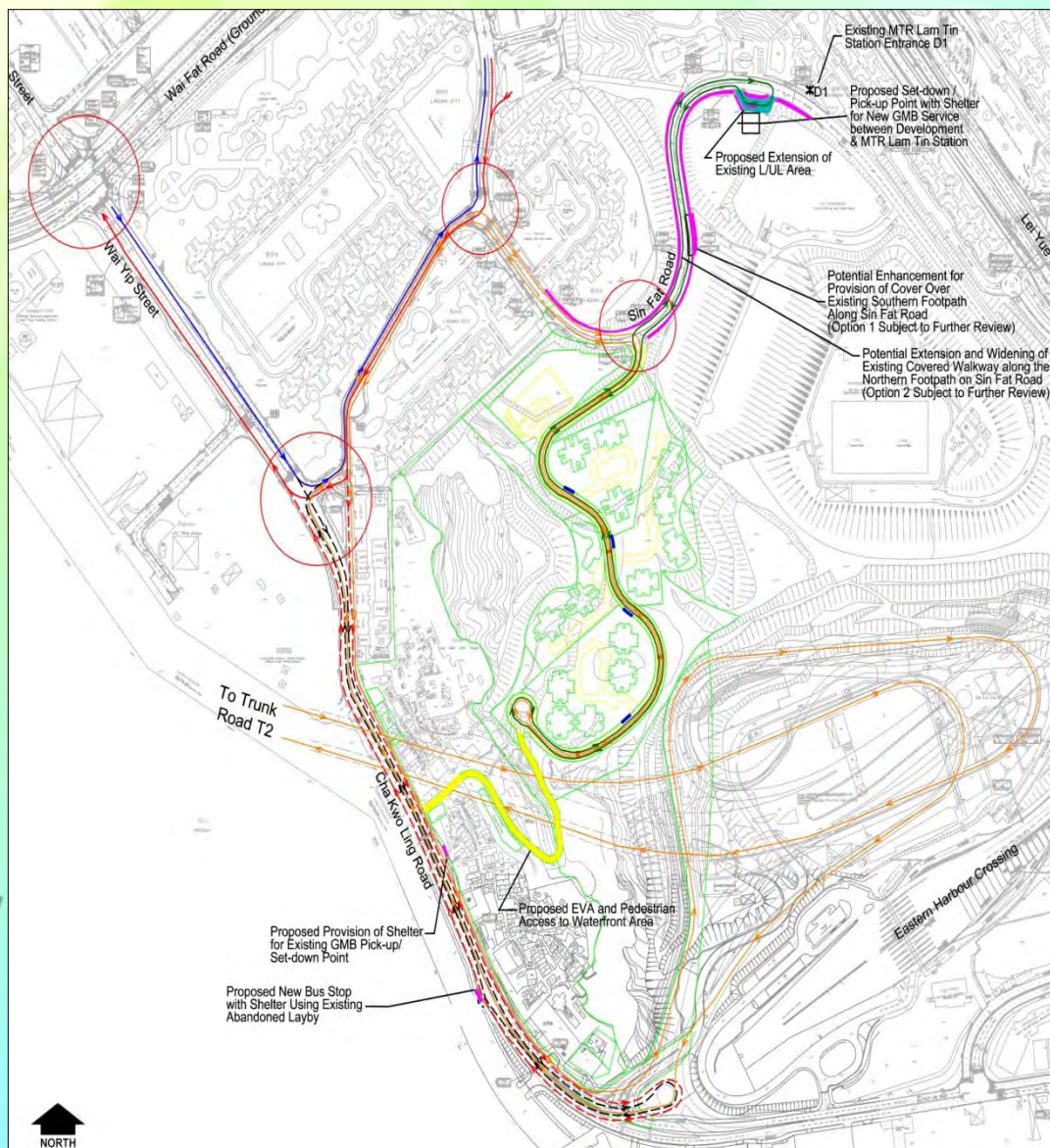
Car Parking Provision 停車位數目

- **Adopt the minimal requirements of the HKPSG**
按香港規劃標準與準則的最低要求設置
- **Provision of basement car park**
設置地下停車場

Traffic and Transport Assessments 交通評估

Mitigation Measures 紓緩措施

- **Junction improvement works to 5 adjacent junctions**
對五個路口進行改善工程
- **Introduction of new GMB services to MTR Lam Tin Station and West Kowloon**
開設專線小巴服務連接港鐵藍田站及西九龍
- **Extension of selected existing bus routes to run along Cha Kwo Ling Road**
調整部分巴士路線至茶果嶺道
- **Investigating the feasibility of provision of covered public walkway connecting Lam Tin MTR Station and the proposed development**
研究從藍田港鐵站通往擬議發展的行人道加建上蓋的可行性



Landscape and Visual Impact Assessment

景觀及視覺評估

- **Maintaining stepped building height profile by descending the maximum building height of the proposed residential development of 110mPD in the northern platform to 90mPD in the southern platforms**
最高建築物高度限制為主水平基準上**110米**，向海濱遞減至主水平基準上**90米**
- **The proposed primary school with a maximum building height of 8 storeys would be located next to Laguna City in order to provide a buffer to separate these two residential developments**
將最高只有**8層**的小學設置於麗港城旁，為兩個發展提供分隔

Landscape and Visual Impact Assessment

景觀及視覺評估

- **Two visual corridors cum air paths of 20m in width are to be reserved to provide visual connection between the upper area and the waterfront.**
預留兩條20米闊的景觀及通風廊，確保晒草灣區與海濱的視覺連繫
- **Slope enhancement works are proposed to improve the landscape quality and a nature green trail is proposed to connect the woodland and the recreation outlets in the area**
提供綠化，優化現時的山坡及設置自然步行徑



Photomontage 合成照片

從鰂魚涌公園望向擬議發展
VIEWING FROM QUARRY BAY PARK



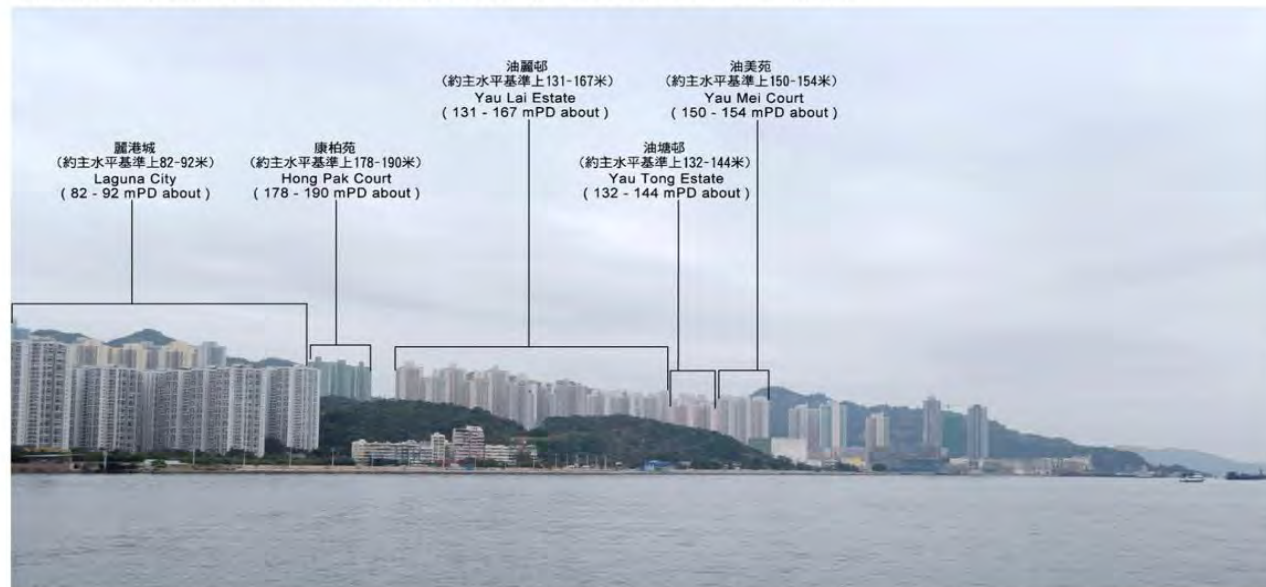
現有情況 EXISTING CONDITION



將來情況 FUTURE CONDITION

Photomontage 合成照片

從未來啟德發展區內的海濱長廊望向擬議發展
VIEWING FROM PROPOSED PROMENADE AT KAI TAK DEVELOPMENT



現有情況 EXISTING CONDITION



將來情況 FUTURE CONDITION

Photomontage 合成照片

從衛奕信徑望向擬議發展
VIEWING FROM WILSON TRAIL



現有情況 EXISTING CONDITION

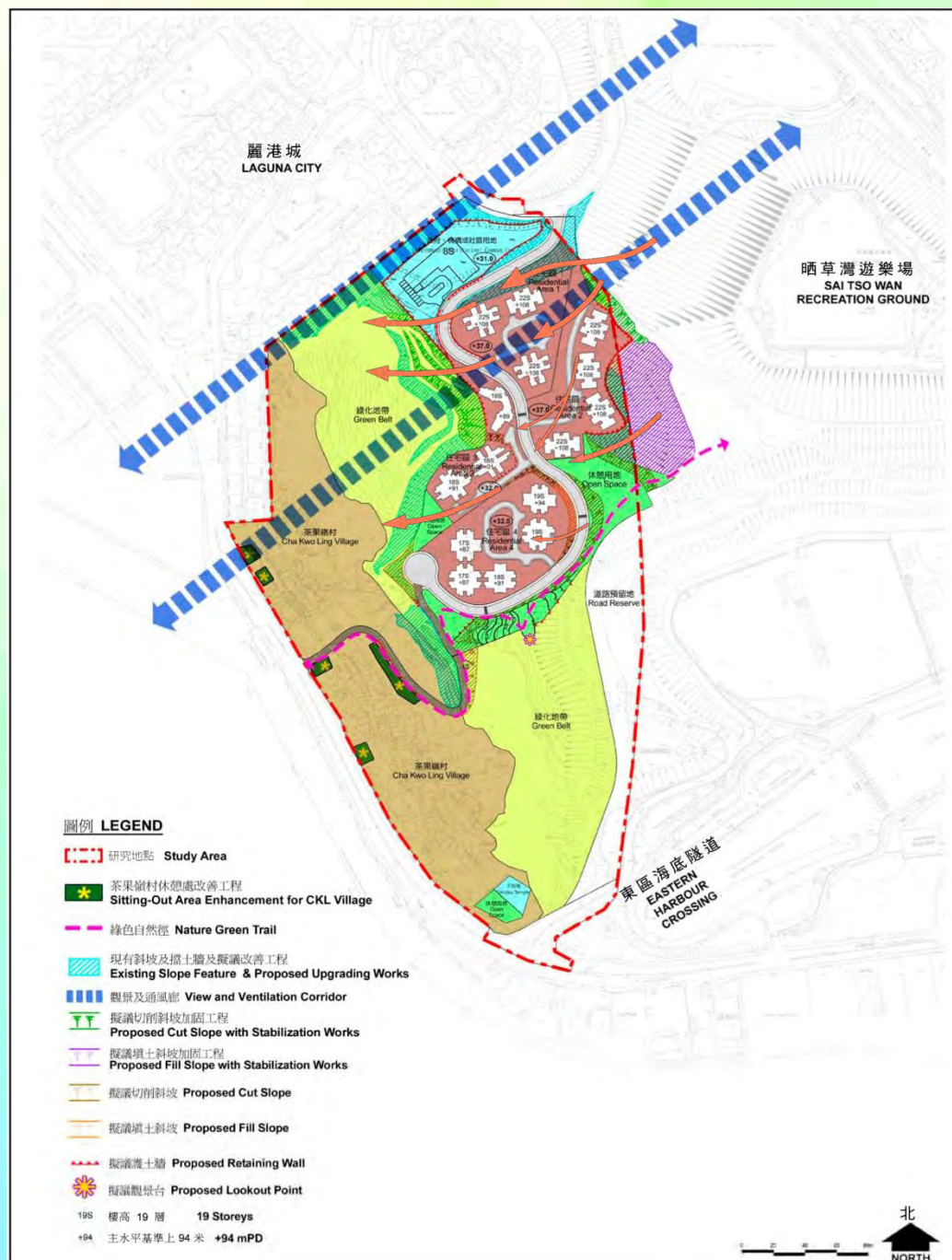


將來情況 FUTURE CONDITION

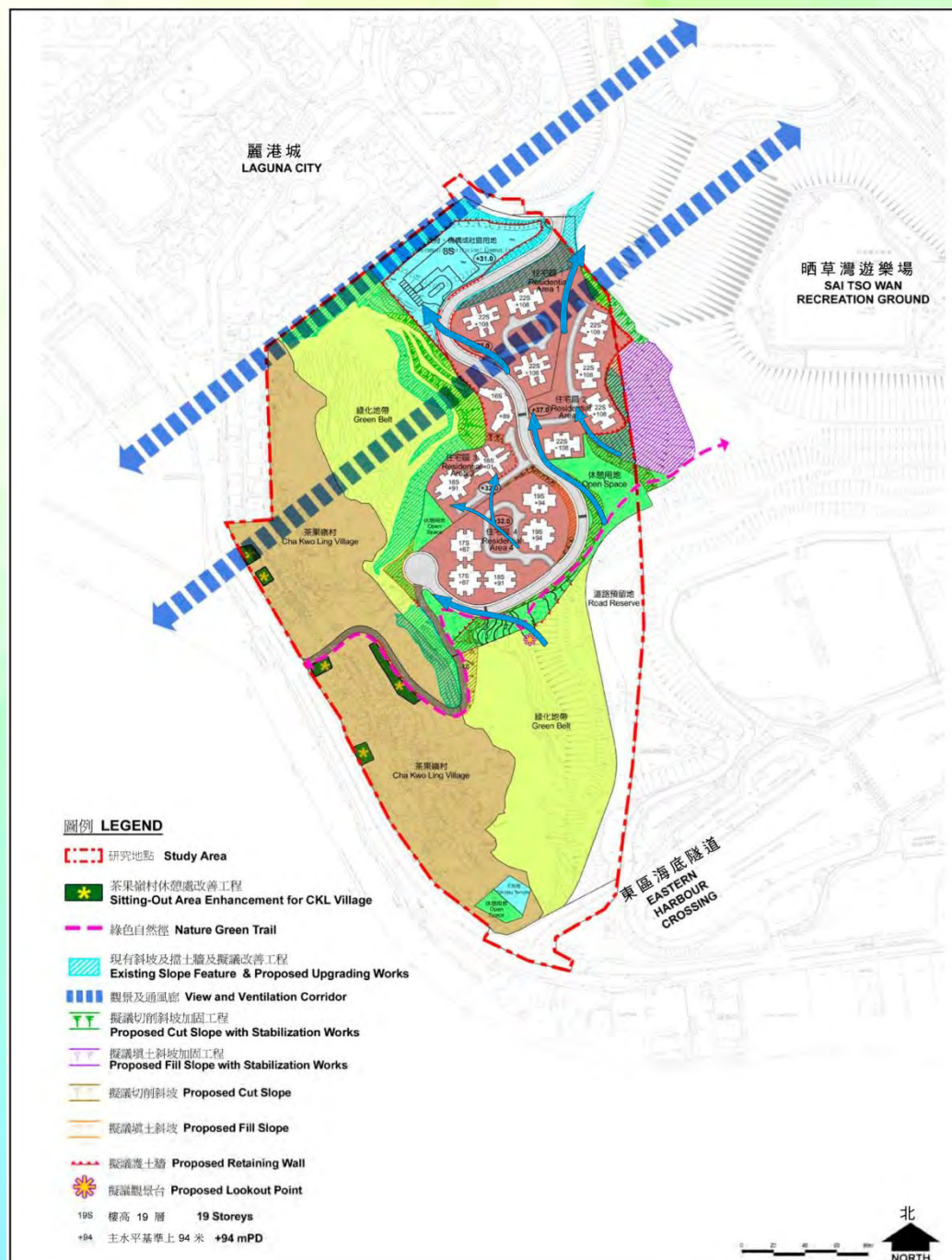
Air Ventilation Assessment 空氣流通評估

- **Provision of adequate gaps between building blocks**
建築物中間提供足夠間距
- **Incorporation of two 20m wide visual corridors cum air paths to ensure effective penetration of the prevailing winds and sea breeze through the development site**
預留兩條20米闊的觀景及通風廊，使盛行風及海風能有效的穿透用地

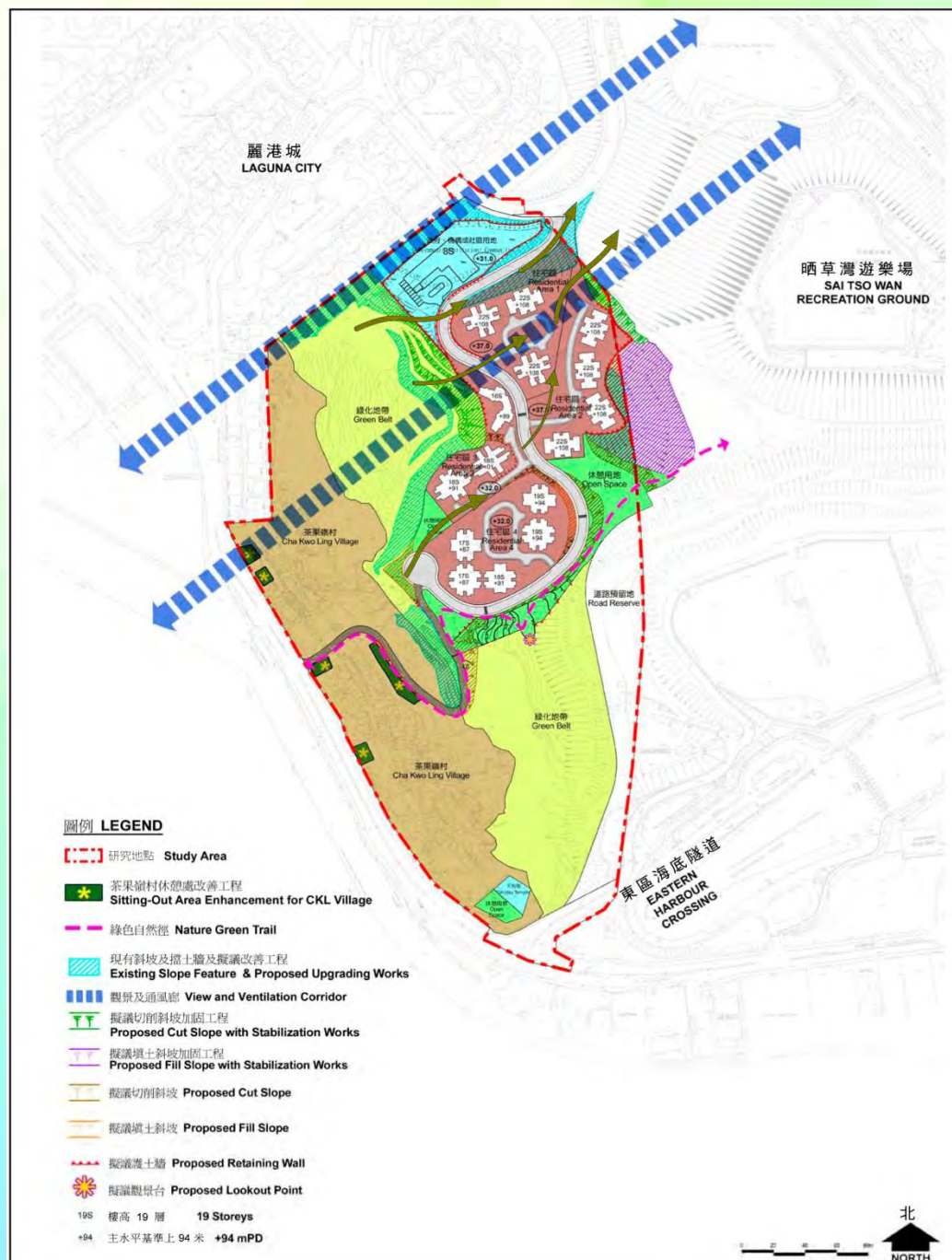
Annual Prevailing Wind 全年盛行風



Summer Prevailing Wind 夏季盛行風



Summer Breeze 海風



Other Technical Assessments 其他技術評估

- **Under the Planning Review, other broad technical assessments including geotechnical and engineering, and environmental assessments were conducted.**
規劃檢討中，也進行了其他概括的技術評估包括地質工程及環境評估

Conclusion 總結

- **The findings conclude that the proposed development is generally feasible with suitable mitigation measures.**
只要適當地進行改善及紓緩措施，擬議發展整體上可行，亦不會帶來不可解決的問題

Harbour Planning Principles & Guidelines 海港規劃原則及指引

The proposed development complies with the Harbour Planning Principles and Guidelines, in that:

擬議發展符合以下海港規劃原則及指引，因為：

Harbour Planning Principles (HPPs)	Compliance with the HPPs by the Proposed Development
Preserving Victoria Harbour 保存維多利亞港	Respect the waterfront setting by: 尊重臨海布局： <ul style="list-style-type: none">• new developments confined to the ex-quarry platforms; 新發展項目限制在前礦場平台；• stepped building profile descending towards the waterfront; and 建築物的高度以梯階式向海濱遞減；及• maintaining the existing green knoll 保留現有的翠綠山丘
Stakeholder Engagement 公眾參與	Consult Kwun Tong District Council and the relevant stakeholders 諮詢觀塘區議會及其他相關持份者
Sustainable Development 可持續發展	<ul style="list-style-type: none">• adopting a sustainable development scale and intensity 採納可持續發展的發展規模及密度• minimizing site formation, clearance of natural vegetation and tree felling 減少平整地盤、清除植被及伐木• introducing slope enhancement works and landscaping proposals 建議斜坡改善工程及景觀美化方案

Harbour Planning Principles 海港規劃原則

Harbour Planning Principles (HPPs)	Compliance with the HPPs by the Proposed Development
Integrated Planning 綜合規劃	<ul style="list-style-type: none"> ensuring development scale and layout compatible with the nearby developments and commensurate with the existing and planned provision of infrastructure; and 發展規模及設計能與附近發展及現在和計劃中的基建相配合; 及 enhancing primary school and open space provision, pedestrian connection and environmental quality in the area. 改善小學及休憩用地供應、行人聯繫及環境質素
Proactive Harbour Enhancement 朝氣蓬勃的海港	proposing quality urban design development and environmental enhancement works to the harbourfront area . 透過優質城市設計發展及環境改善工程以改善海濱的環境
Accessible Harbour 交通暢達的海港	provision of a landscaped walkway cum EVA to connect the proposed residential development and the waterfront. 設置行人通道及緊急車輛通道連擬議住宅發展及海濱
Public Enjoyment 公眾享用的地方	<ul style="list-style-type: none"> provision of additional recreation outlets (including open space with lookout point and nature green trail); 提供額外的康樂場地 (包括休憩用地連觀景台及綠色自然徑); provision of nature green trail and landscaped walkway cum EVA to facilitate pedestrian connection between the waterfront and recreation facilities in Sai Tso Wan; and 設置綠色自然徑與及行人通道及緊急車輛通道促進海濱與晒草灣康樂設施的行人聯繫; 及 enhancement works on 5 existing sitting out areas in CKL Village. 於茶果嶺村內的5個休憩處改善工程

Way Forward 下一步

- **PlanD would take into consideration the suggestions and comments from stakeholders to finalize MLP and to proceed with amendments to the OZP**

規劃署會考慮持份者的提議及意見，完善擬議的總綱發展圖並按總綱發展藍圖修訂分區計劃大綱圖

- **CEDD would conduct an engineering feasibility study on the proposals recommended by this Planning Review**

土木工程拓展署將會依據規劃檢討的建議進行工程可行性研究

Advice Sought 徵詢意見

- **Members are invited to render comments on the proposed development of the Ex-CKLKMS.**

歡迎各委員就擬議發展，提出意見。



Thank You

謝謝