

TOWN PLANNING BOARD

**Minutes of 666th Meeting of the
Metro Planning Committee held at 9:00 a.m. on 26.2.2021**

Present

Director of Planning
Mr Ivan M.K. Chung

Chairman

Mr Wilson Y.W. Fung

Vice-chairman

Dr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr Thomas O.S. Ho

Mr Alex T.H. Lai

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Professor John C.Y. Ng

Professor Jonathan W.C. Wong

Dr Roger C.K. Chan

Mr C.H. Tse

Assistant Commissioner for Transport (Urban), Transport Department
Mr Patrick K.H. Ho

Chief Engineer (Works), Home Affairs Department
Mr Gavin C.T. Tse

Principal Environmental Protection Officer (Metro Assessment),
Environmental Protection Department
Dr Sunny C.W. Cheung

Assistant Director (Regional 1), Lands Department
Mr Albert K.L. Cheung

Deputy Director of Planning/District
Miss Fiona S.Y. Lung

Secretary

Absent with Apologies

Professor T.S. Liu

In Attendance

Assistant Director of Planning/Board
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Ms W.H. Ho

Town Planner/Town Planning Board
Mr Alvin C.H. Kan

Opening Remarks

1. The Chairman said that the meeting would be conducted with video conferencing arrangement.

Agenda Item 1

Confirmation of the Draft Minutes of the 665th MPC Meeting held on 5.2.2021

[Open Meeting]

2. The draft minutes of the 665th MPC meeting held on 5.2.2021 were confirmed without amendments.

Agenda Item 2

Matter Arising

[Open Meeting]

3. The Secretary reported that there were no matters arising.

Tsuen Wan and West Kowloon District

[Mr Clement Miu and Mr Stephen C.Y. Chan, Senior Town Planners/Tsuen Wan and West Kowloon (STPs/TWK), were invited to the meeting at this point.]

Agenda Item 3

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/K2/218 Proposed Composite Development with Shop and Services/Eating Place, Office and Flat Uses in “Commercial” Zone, 348 Nathan Road, Jordan, Kowloon
(MPC Paper No. A/K2/218)

4. The Secretary reported that the application site was located in Yau Ma Tei. Kenneth To & Associates Limited (KTA) was one of the consultants of the applicant. The following Members had declared interests on the item:

5.

Mr Daniel K.S. Lau - being an ex-employee of the Hong Kong Housing Society which had business dealings with KTA; and

Mr Stanley T.S. Choi - his spouse being a director of a company which owned properties in Yau Ma Tei.

6. As Mr Daniel K.S. Lau had no involvement in the application, and the properties owned by the company of Mr Stanley T.S. Choi’s spouse had no direct view of the application site, the Committee agreed that they could stay in the meeting.

Presentation and Question Sessions

7. Mr Clement Miu, STP/TWK, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed composite development with shop and services/eating place, office and flat uses;

- (c) departmental comments were set out in paragraph 9 of the Paper;
- (d) during the statutory publication period, a total of 52 public comments, including 50 supporting and one objecting comments from individuals and the remaining one from the Owners' Corporation of No. 19-21 Mau Lam Street raising enquiries on the application, were received. Major views were set out in paragraph 10 of the Paper; and
- (e) the Planning Department (PlanD)'s views – PlanD had no objection to the application based on the assessments set out in paragraph 11 of the Paper. While the proposed 'Flat' use was not fully in line with the planning intention of the "Commercial" ("C") zone, the proposed composite development was considered not incompatible with the surrounding land uses. The proposed development would increase the supply of the much needed residential units in the main urban areas. The Chief Town Planner/Urban Design & Landscape, PlanD considered that it was unlikely that the proposed development would induce any significant visual impact and the proposed greening and landscaping on G/F, 1/F and 9/F would promote visual interest and be conducive to a comfortable and vibrant pedestrian realm. The technical assessments submitted by the applicants demonstrated that the proposed development would not cause adverse traffic impact on the surrounding area and no unacceptable air quality impact on the proposed development was anticipated. Concerned government departments had no objection to or no adverse comment on the application. The application site was the subject of a previously approved application which was submitted by the same applicants for a composite residential, hotel and retail development. There was also a similar approved application for 'Flat' use in the "C" zone in Yau Ma Tei. Approval of the application was consistent with the previous decisions of the Committee. Regarding the public comments received, the comments of government departments and planning assessments above were relevant.

8. Some Members raised the following questions :

- (a) whether there was any similar application for composite development with flat use that was previously approved and implemented in Yau Ma Tei;
- (b) plot ratio (PR) restriction of “C” zone on the same Outline Zoning Plan (OZP);
- (c) whether there were any Government, Institution and Community (GIC) facilities and public vehicle park in the proposed development;
- (d) how the proposed building setback would be achieved, noting that the existing basement would be retained; and
- (e) whether service apartment (SA) operated on a rental basis would be considered as residential development.

9. In response, Mr Clement Miu, STP/TWK, made the following main points:

- (a) the application site was the subject of a previous application (No. A/K2/207) submitted by the same applicants for proposed residential, hotel and retail development which was approved with conditions by the Committee on 19.7.2013. While general building plans for the proposed development were approved, the scheme had yet to be implemented. There was no other similarly approved application for composite development implemented in Yau Ma Tei;
- (b) “C” zone on the same OZP was subject to a maximum PR of 12. The total PR of the proposed development was 12 (comprising a domestic PR of 6 and a non-domestic PR of 6). In general, the maximum domestic PR for residential development in Kowloon was 7.5;
- (c) according to the applicant, no GIC facilities nor public vehicle park would be provided in the proposed development;
- (d) whilst the existing basement structure with no setback from the site

boundary would be retained, building setbacks on G/F and upper levels were proposed by the applicant; and

- (e) if a proposed SA was “hotel-like” and operated as a hotel with relevant licence, it would be considered as ‘Hotel’ use. Otherwise, it would be considered as ‘Flat’ use on the OZP.

10. The Secretary supplemented that to provide clarity in land use terms, the Town Planning Board (the Board) previously decided to delete the term ‘SA’ from the Notes of all statutory plans. If the proposed SA units were developed as part of and/or operated within a hotel establishment, it would be considered as ‘Hotel’. According to the Hotel and Guesthouse Accommodation Ordinance, if the premises was held out as providing sleeping accommodation to any persons presenting themselves who were willing to pay a fee for a period less than 28 consecutive days, it was considered as a hotel or guesthouse. All other SA developments, including those with central services provided and operated on a rental basis as a marketing strategy, would be regarded as a kind of residential development and subject to the provision of ‘Flat’ use under the Notes of the relevant statutory plans.

[Mr Franklin Yu joined the meeting during the Question and Answer session.]

Deliberation Session

11. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 26.2.2025, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

- “(a) the provision of appropriate internal traffic control measures to provide sufficient queuing space for vehicles and control access of heavy goods vehicle for loading/unloading activity to the satisfaction of the Commissioner for Transport or of the TPB;

- (b) the design and provision of internal transport facilities and vehicular access arrangement for the proposed development to the satisfaction of the Commissioner for Transport or of the TPB;
- (c) the submission of a revised Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the TPB;
- (d) the implementation of the local sewerage upgrading/sewerage connection works identified in the revised Sewerage Impact Assessment in condition (c) above to the satisfaction of the Director of Drainage Services or of the TPB; and
- (e) the provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the TPB.”

12. The Committee also agreed to advise the applicants to note the advisory clauses as set out at Appendix VI of the Paper.

Agenda Item 4

Section 16 Application

[Open Meeting]

A/K5/829 Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Non-polluting Industrial Use (Excluding Industrial Undertakings Involving the Use/Storage of Dangerous Goods) in “Other Specified Uses” annotated “Business (1)” Zone, Nos. 550-556 Castle Peak Road, Cheung Sha Wan, Kowloon
(MPC Paper No. A/K5/829)

13. The Committee noted that the applicants’ representative requested on 17.2.2021 deferment of consideration of the application for two months in order to allow more time to prepare further information to address departmental comments. It was the first time that the applicants requested deferment of the application.

14. After deliberation, the Committee decided to defer a decision on the application as requested by the applicants pending the submission of further information from the applicants. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicants. If the further information submitted by the applicants was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicants that two months were allowed for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.

Agenda Item 5

Section 16 Application

[Open Meeting]

A/K5/830 Proposed Religious Institution (Church) in "Residential (Group A) 7"
Zone, G/F (Portion) and 1/F, 232 Fuk Wing Street, Kowloon
(MPC Paper No. A/K5/830)

15. The Committee noted that the applicant's representative requested on 16.2.2021 deferment of consideration of the application for two months in order to allow more time to prepare further information to address departmental comments. It was the first time that the applicant requested deferment of the application.

16. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further

information, and no further deferment would be granted unless under very special circumstances.

Agenda Item 6

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/KC/472 Renewal of Planning Approval for Temporary Government Use (Driving Test Centre) for a Period of 3 Years in “Residential (Group A)”, “Green Belt”, “Government, Institution or Community” Zones and area shown as ‘Road’, 103 Lei Muk Road, Kwai Chung, New Territories
(MPC Paper No. A/KC/472)

17. The Secretary reported that the application was submitted by the Transport Department (TD). Mr Patrick K.H. Ho, Assistant Commissioner for Transport (Urban), Transport Department (TD), had declared an interest on the item for being the representative of TD.

18. As the interest of Mr Patrick K.H. Ho was direct, the Committee agreed that he should be invited to leave the meeting temporarily for the item.

[Mr Patrick K.H. Ho left the meeting temporarily at this point.]

Presentation and Question Sessions

19. Mr Stephen C.Y. Chan, STP/TWK, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) renewal of planning approval for temporary government use (driving test centre) for a period of three years;

- (c) departmental comments were set out in paragraph 9 of the Paper;
- (a) during the statutory publication period, no public comment was received;
and
- (d) the Planning Department (PlanD)'s views – PlanD had no objection to the application based on the assessments set out in paragraph 11 of the Paper. The application site was the subject of three previous applications for the same use each on a temporary basis for a period of three years, which were approved with conditions by the Committee on 20.1.2012, 16.1.2015 and 2.3.2018 respectively. The application was generally in line with the Town Planning Board Guidelines No. 34C and concerned government departments had no objection to or no adverse comment on the application. The proposed planning permission for a temporary use for three years was considered reasonable in view that TD was currently exploring the feasibility for permanent re-provisioning of Shek Yam Driving Test Centre (SYDTC) to another suitable location.

20. Some Members raised the following questions :

- (a) whether the north-western portion of the application site would be used by the driving test centre;
- (b) the number of renewal of planning approval for the driving test centre; and
- (c) whether a review on the suitability of the application site for residential use had been undertaken.

21. In response, Mr Stephen C.Y. Chan, STP/TWK, made the following main points:

- (a) the application site was long and narrow in configuration. While the north-western portion of the application site was vacant and not used by the driving test centre, it was managed by TD under the same temporary

government land allocation;

- (b) the application site was the subject of three previously approved applications for the driving test centre on a temporary basis for a period of three years under each planning permission. It was noted that TD was currently exploring the feasibility for permanent re-provisioning of SYDTC; and
- (c) the application site was surrounded by formed slopes. Half of the application site fell within an area shown as 'Road', which was intended for a proposed road linking up Tai Pak Tin Street and Wo Yi Hop Road. There was currently no development programme for that portion of road and TD was requested to review the need for the proposed road. If the proposed road was not required, a land use review would be conducted to identify suitable uses for the application site and its surrounding area.

Deliberation Session

22. A Member remarked that as planning permissions had been granted for three previous applications and it was the fourth application for the same temporary use, TD should actively explore the feasibility to relocate SYDTC with a view to releasing the land for other uses. Members generally agreed that the above view should be conveyed to TD as appropriate. Members also noted that PlanD would follow up with TD on the need of the proposed road passing through the application site.

23. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years and be renewed from 3.3.2021 to 2.3.2024 on the terms of the application as submitted to the Town Planning Board (TPB) and subject to the following condition :

“the provision of fire service installations within 6 months from the date of the commencement of the renewed planning approval to the satisfaction of the Director of Fire Services or of the TPB by 3.9.2021.”

[Mr Patrick K.H. Ho returned to join the meeting at this point.]

Agenda Item 7

Section 16 Application

[Open Meeting]

A/KC/473 Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Information Technology and Telecommunications Industries (Proposed Data Centre Development) in “Other Specified Uses” annotated “Business” Zone, 2-10 Tai Yuen Street, Kwai Chung, New Territories (MPC Paper No. A/KC/473)

24. The Secretary reported that Ove Arup & Partners Hong Kong Limited (ARUP) was the consultant of the applicant. The following Members had declared interests on the item:

Mr Thomas O.S. Ho - having current business dealings with ARUP;

Mr Franklin Yu - having current business dealings with ARUP;
and

Mr Alex T.H. Lai - his former firm having business dealings with
ARUP.

25. The Committee noted that the applicant had requested deferment of consideration of the application. As Messrs Thomas O.S. Ho, Franklin Yu and Alex T.H. Lai had no involvement in the application, the Committee agreed that they could stay in the meeting.

26. The Committee noted that the applicant requested on 11.2.2021 deferment of consideration of the application for two months in order to allow more time to prepare further information to address departmental comments. It was the first time that the applicant requested deferment of the application.

27. After deliberation, the Committee decided to defer a decision on the application

as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.

[The Chairman thanked Mr Clement Miu and Mr Stephen C.Y. Chan, STPs/TWK, for their attendance to answer Members' enquiries. They left the meeting at this point.]

Hong Kong District

[Ms Floria Y.T. Tsang, Senior Town Planner/Hong Kong (STP/HK), was invited to the meeting at this point.]

Agenda Item 8

Section 16 Application

[Open Meeting]

A/H18/85 Proposed School within "Government, Institution or Community (2)", "Government, Institution or Community (4)" and "Green Belt" Zones, and Proposed Minor Relaxation of Building Height Restriction within "Government, Institution or Community (4)" Zone, Two sites adjacent to Hong Kong International School at 700 Tai Tam Reservoir Road, Tai Tam, Hong Kong
(MPC Paper No. A/H18/85)

28. The Secretary reported that AECOM Asia Co. Limited (AECOM), Ove Arup & Partners Hong Kong Limited (ARUP) and WSP (Asia) Limited (WSP) were three of the

consultants of the applicant. The following Members had declared interests on the item:

- Mr Thomas O.S. Ho - having current business dealings with AECOM and ARUP;
- Mr Franklin Yu - having current business dealings with ARUP; and
- Mr Alex T.H. Lai - his former firm having business dealings with ARUP and WSP.

29. The Committee noted that the applicant had requested deferment of consideration of the application. As Messrs Thomas O.S. Ho, Franklin Yu and Alex T.H. Lai had no involvement in the application, the Committee agreed that they could stay in the meeting.

30. The Committee noted that the applicant requested on 8.2.2021 deferment of consideration of the application for two months in order to allow more time to prepare further information to address departmental and public comments. It was the first time that the applicant requested deferment of the application.

31. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.

Agenda Item 9

Section 16 Application

[Open Meeting]

A/H5/413 Proposed Flat with Minor Relaxation of Building Height Restriction in “Residential (Group A)”, “Residential (Group C)” Zones and area shown as ‘Road’, 31 - 36 Sau Wa Fong, Wan Chai, Hong Kong
(MPC Paper No. A/H5/413A)

32. The Secretary reported that Kenneth To & Associates Limited (KTA) was one of the consultants of the applicant. Mr Daniel K.S. Lau had declared an interest on the item for being an ex-employee of the Hong Kong Housing Society which had business dealings with KTA.

33. The Committee noted that the applicant had requested deferment of consideration of the application. As Mr Daniel K.S. Lau had no involvement in the application, the Committee agreed that he could stay in the meeting.

34. The Committee noted that the applicant requested on 11.2.2021 deferment of consideration of the application for one month in order to allow more time to prepare further information to address departmental comments.

35. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee’s consideration. The Committee also agreed to advise the applicant that one month was allowed for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.

Agenda Item 10

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/H7/177 Proposed Private Club in “Other Specified Uses” annotated “Sports and Recreation Club” Zone, The Sportsman’s Bar, the Hong Kong Football Club, 3 Sports Road, Happy Valley, Hong Kong
(MPC Paper No. A/H7/177)

36. The Secretary reported that the application was submitted by Hong Kong Football Club (HKFC) and the application site was located in Wong Nai Chung. The following Members had declared interests on the item:

- | | | |
|----------------------------------|---|---|
| Mr Ivan M.K. Chung
(Chairman) | - | co-owning with spouse a flat in Wong Nai Chung; |
| Mr Alex T.H. Lai | - | his parents owning a flat in Wong Nai Chung; |
| Ms Lilian S.K. Law | - | co-owning with spouse a flat in Wong Nai Chung; and |
| Dr Roger C.K. Chan | - | being a full (social) member of HKFC. |

37. As the properties owned by the Chairman and his spouse, Mr Alex T.H. Lai’s parents, Ms Lilian S.K. Law and her spouse had direct view of the application site, the Committee agreed that they should be invited to leave the meeting temporarily for the item. As Dr Roger C.K. Chan was not a voting member of HKFC and had no involvement in the application, the Committee agreed that he could stay in the meeting.

[The Chairman and Ms Lilian S.K. Law left the meeting temporarily for the item and Mr Alex T.H. Lai left the meeting at this point. The Vice-chairman took up chairmanship of the meeting at this point.]

Presentation and Question Sessions

38. Ms Floria Y.T. Tsang, STP/HK, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) proposed private club;
- (c) departmental comments were set out in paragraph 9 of the Paper;
- (d) during the statutory publication period, no public comment was received;
and
- (e) the Planning Department (PlanD)'s views – PlanD had no objection to the application based on the assessments set out in paragraph 11 of the Paper. The proposed extension of kitchen area with electrical and mechanical (E&M) facilities of the existing Sportsman's Bar (the Bar) of the HKFC was in line with the planning intention of the "Other Specified Uses" annotated "Sports and Recreation Club" ("OU(SRC)") zone to facilitate the development of private club. The proposed development with one-storey high (4.05m) was considered not incompatible with the surrounding developments. The application site was adjacent to the race track of the Racecourse and the applicant had constructed a full-size mock-up of the proposed kitchen extension for the Hong Kong Jockey Club (HKJC) to check the viewings from its camera towers and race day control room. According to the applicant, a letter of no in-principle objection from HKJC was obtained. The Chief Town Planner/Urban Design and Landscape, PlanD and the Chief Architect/Central Management Division 2, Architectural Services Department had no adverse comments from urban design and visual perspectives. Advisory clauses were recommended to remind the applicant to explore design measures to enhance the visual interest of the building and to locate the kitchen exhaust system carefully to avoid exhausting undesirable smell/exhaust to HKFC users or the public. Other concerned government departments had no objection to or no adverse

comment on the application.

39. In response to a Member's questions, Ms Floria Y.T. Tsang, STP/HK, said that the floor area of the proposed kitchen extension was about 41.14 m². According to the applicant, the enlarged kitchen was required to serve the existing eating area which included an indoor area of the Bar (150.63 m²) and outdoor areas of a veranda (99.31 m²) and a patio (306.76 m²). The Bar was operated under a private club licence rather than a restaurant licence.

Deliberation Session

40. Members noted that the proposed kitchen extension was required to meet the increasing demand of catering facilities of the Bar and its operational needs. There was no change to the floor area of the existing eating area.

41. A Member raised concern on whether the Bar was akin to the operation of a restaurant. The Secretary remarked that while the applied 'Private Club' was a Column 1 use under the Notes of the OZP, for land zoned "OU(SRC)" where no maximum building height (BH) was stipulated on the OZP, planning permission was required for any new development, or redevelopment of an existing building (except in-situ redevelopment of an existing building up to its existing BH). The control was mainly imposed to ensure that the viewings from the camera towers of HKJC would not be obstructed. In that connection, the applicant had constructed a full sized mock-up of the proposed kitchen extension at the application site for HKJC to check the viewings from its camera towers and race day control room.

42. Having noted that the proposed kitchen extension would not generate adverse visual impact and the applicant had obtained a letter of no in-principle objection from HKJC, Members generally had no objection to the application.

43. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 26.2.2025, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following condition :

“the provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the TPB.”

44. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix II of the Paper.

[The Vice-chairman thanked Ms Floria Y.T. Tsang, STP/HK, for her attendance to answer Members' enquiries. She left the meeting at this point.]

[The Chairman returned to join the meeting and resumed chairmanship of the meeting at this point.]

[Ms Lilian S.K. Law returned to join the meeting at this point.]

Kowloon District

Agenda Item 11

[Open Meeting]

Proposed Amendments to the Approved Kwun Tong (South) Outline Zoning Plan (OZP)

No. S/K14S/22

(MPC Paper No. 2/21)

45. The Secretary reported that the proposed amendments were supported by a Planning and Engineering Study - Feasibility Study commissioned by the Energizing Kowloon East Office (EKEO), Development Bureau (DEVB), in which AECOM Asia Co. Limited (AECOM) was one of the consultants of the study. Mr Thomas O.S. Ho had declared an interest on the item for having current business dealings with AECOM. As Mr Thomas O.S. Ho had no involvement in the amendment items, the Committee agreed that he could participate in the discussion of the item.

Presentation and Question Sessions

46. The following government representatives and the consultants were invited to the meeting at this point:

Planning Department (PlanD)

Ms Johanna W.Y. Cheng - District Planning Officer/Kowloon (DPO/K)

Ms Jessie K.P. Kwan - Senior Town Planner/Kowloon (STP/K)

EKEO, DEVB

Ms Carol Y.M. Cheuk - Senior Place Making Manager (Planning)
(SPMM(P))

Mr Kelvin K.C. Chan - Place Making Manager (Planning)

The Consultants

Mr Jacky Yeung - Senior Associate Director, Atkins China Limited

Mr Woody Lin - Urban Planner, AECOM

Mr David Wong - Traffic and Transport Consultant, AECOM

47. With the aid of a PowerPoint presentation, Ms Jessie K.P. Kwan, STP/K, PlanD presented the proposed amendments as detailed in the Paper and covered the following main points:

Background

- (a) the 2013 Policy Address (PA) announced the development of two action areas in the Kwun Tong and Kowloon Bay Business Areas (KTBA and KBBA), and the 2016 and 2017 PA indicated that about 560,000m² commercial/office floor area would be provided in the two action areas in Kowloon East. The Planning and Engineering Study on the Kwun Tong Action Area (KTAA) – Feasibility Study (the Study) commissioned by

EKEO, DEVB recommended the development of commercial/office, government uses and public open space at the waterfront sites of KTBA. To take forward the Recommended Outline Development Plan (RODP) of the Study, amendments to the approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/22 (the OZP) for the sites with stipulation of appropriate development restrictions were required;

Proposed Amendments to the OZP

- (b) Item A: rezoning of a piece of land (about 1.37 ha) from “Open Space” (“O”), “Government, Institution or Community(1)” (“G/IC(1)”) and areas shown as ‘Road’ to “Commercial(2)” (“C(2)”) for proposed commercial/office and government, institution and community (GIC) uses with a total gross floor area (GFA) of about 86,650m² (excluding GFA of about 2,700m² for social welfare facilities) and maximum building heights (BH) of 100mPD (eastern portion) and 15mPD (western portion). The existing public transport interchange (PTI) would be reprovisioned and a public vehicle park (PVP) would be provided. A public open space within private development (POSPD) of not less than 6,500 m² would be provided within the proposed commercial/office development;
- (c) Items B1, B2 and B3: rezoning of parcels of land (about 6,965m²) from “G/IC(1)” and areas shown as ‘Road’ to “O” (Item B1), “O(1)” with ‘Public Utility Installation’ as a Column 1 use (Item B2) and “Other Specified Uses” annotated “Drainage Facility and At-grade Public Open Space” (Item B3) to reflect the integrated design of a largely underground public utility installation with public open space atop;
- (d) Item C: rezoning of three pieces of land (about 1,933m²) from “G/IC(1)” to areas shown as ‘Road’ for proposed road improvement works and reflecting the as-built road status;

Land Use Compatibility

- (e) the development intensity for the proposed commercial/office development had taken into account the waterfront setting and road capacities in the locality. The proposed maximum BH of 100mPD for the main portion of the proposed “C(2)” site was in line with the BH restriction (BHR) currently imposed for other waterfront sites in KTBA and would allow stepped BH profile descending from the inland area to the waterfront, whereas the proposed BHR of 15mPD for the western portion of the proposed commercial/office development was similar to other sites zoned “G/IC(1)” in the vicinity and facilitate the air penetration along Hoi Yuen Road into inner area of KTBA;

Technical Assessments

- (f) technical assessments on traffic, environment, water supply, drainage, landscape, visual, air ventilation and other aspects had been conducted. It was confirmed that the proposed developments in KTAA would not have insurmountable technical problems with the implementation of appropriate mitigation measures;

GIC Facilities and Open Spaces

- (g) based on the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG), the existing and planned provision of GIC facilities and open spaces in the Kwun Tong South Planning Scheme Area (K14S) was generally sufficient except that there would be shortfall in district open space, Child Care Centre (CCC), Community Care Services Facilities (including Day Care Centre for the Elderly), Residential Care Homes for the Elderly (RCHE) and one sports ground/sports complex;
- (h) upon the proposed amendments to the OZP, there would be a net increase of about 7,082m² open space provision in K14S and an additional 3,325m² of public open space on top of the underground storm water storage facility. As for the GIC facilities, the Social Welfare Department (SWD) advised that the provision of CCC at the proposed commercial/office development

might not be easily accessible to the target users and RCHE within a business area was considered not appropriate. Instead, SWD advised a number of other welfare facilities to be provided therein. For the shortfall of one sports ground/sports complex with a minimum site requirement of 3 ha, opportunity for such provision in the Kwun Tong district would be considered when suitable site could be identified;

Consultation

- (i) relevant bureaux and departments had been consulted and they had no objection to or no adverse comment on the proposed amendments to the OZP; and

- (j) the Kwun Tong Development and Renewal Task Force of Kwun Tong District Council (KTDC) was consulted on the RODP on 2.4.2019 and 24.9.2019, and the Task Force on Kai Tak Harbourfront Development (the Task Force) on 15.5.2019. Concerns of Members of KTDC were mainly on the provision of parking spaces, the proposed modification to the Hoi Yuen Road/Wai Yip Street junction, possible visual and air ventilation impacts of the proposed commercial/office development on the surrounding area and other district traffic issues. Members of the Task Force also raised concern on the possible visual impact, pedestrian connectivity, better integration of the open spaces, vibrancy of the waterfront, the possibility to relocate the dangerous goods vehicle (DGV) queuing area and the provision of GIC facilities in the proposed commercial/office development. The views of the Members of KTDC and the Task Force had been taken into account in the RODP prepared by EKEO, DEVB and the proposed amendments to the OZP as appropriate.

[Dr Frankie W.C. Yeung joined the meeting during the Presentation session.]

48. As the presentation by PlanD's representative had been completed, the Chairman invited questions from Members.

Positioning of KTAA

49. Some Members raised the following questions:

- (a) background of KTAA and the targeted provision of commercial/office floor area in KTAA; and
- (b) whether new commercial/office floor areas would be provided at the expense of the existing open spaces which had acted as a green lung in the congested urban area.

50. In response, Ms Johanna W.Y. Cheng, DPO/K and Ms Carol Y.M. Cheuk, SPMM(P), EKEO of DEVB, made the following main points:

- (a) the 2013 PA announced the development of two action areas in Kwun Tong and Kowloon Bay. It was further indicated in the 2016 and 2017 PA that the commercial/office floor area to be provided in KBAA and KTAA would be about 560,000m². As a follow-up action, the Study conducted by EKEO recommended a comprehensive development comprising commercial/office, government uses and public open space in KTAA, with a view to transforming Kowloon East into another core business district to support Hong Kong's long-term economic development; and
- (b) by adopting the features of the Kai Tak Fantasy winning scheme, one of the planning concepts of KTAA was to promote more green elements including innovative garden and integration of open spaces and waterfront promenade with a view to providing a multi-level and diversified open space network for public enjoyment.

Open Spaces and Waterfront Promenade

51. Some Members raised the following questions:

- (a) the provision of open spaces within the rezoning area;

- (b) noting the strong public needs for pet-friendly public open spaces, whether the area of the existing pet garden would be reduced after reprovisioning within the rezoning area;
- (c) given the proposed open spaces would be scattered around within the proposed developments in KTAA and implemented by different parties, including government departments and private developers, whether there would be any mechanism to ensure a comprehensive and integrated design concept being adopted for the proposed public open spaces within the rezoning area to reflect the planning intention of KTAA;
- (d) connectivity of the waterfront promenade to KBAA and Cha Kwo Ling;
- (e) noting the high usage of the existing Kwun Tong waterfront promenade, whether the proposed waterfront promenade at KTAA would meet the needs of the local residents, and the possibility to provide a boardwalk underneath Kwun Tong Bypass;
- (f) any proposal to enhance the existing facilities in Kwun Tong waterfront promenade; and
- (g) major comments from members of the Task Force, in particular on the interface issue of the waterfront promenade with the DGV queuing area of Kwun Tong Vehicular Ferry Pier.

52. In response, Ms Johanna W.Y. Cheng, DPO/K and Ms Carol Y.M. Cheuk, SPMMP(P), EKEO of DEVB, made the following main points:

- (a) a POSPD of not less than 6,500m² at ground level and/or deck level with a minimum greening ratio of 30% would be provided at locations facing the waterbody with sea view within the proposed commercial/office development (Item A). The proposed POSPD would be easily accessible and open to public 24 hours daily. Together with the additional open spaces along the waterfront promenade (Item B1) and the re-arrangement of

the open spaces (Items B1 and B2) in the rezoning area, there would be a net increase of about 7,082m² open space provision in K14S with overall improvement in terms of design and functional aspects. Also, public open space would be provided atop the underground storm water storage facility within a site of 3,325m² (Item B3);

- (b) the existing pet garden would be reprovisioned within the public open space on top of the underground storm water storage facility (Item B3). To meet the demand for pet garden during the construction period of KTAA development, pet-friendly open space would be provided in vicinity under the Tsui Ping River Revitalisation project;
- (c) requirements on the design and implementation of all public open spaces within the rezoning area, including those to be implemented by government departments or private developers, were suggested to be stipulated in the land grant/lease of the relevant site. A set of control drawings would be provided to the concerned government departments and private developers to ensure that the public open spaces would be designed in a comprehensive and integrated manner with due regard to the planning intention, urban design and landscape, pedestrian connection, interface with the PTI and retail frontage etc. Overarching schematic design of public open spaces in KTAA with interface concern would also be provided to the implementation agents for reference. A landscape vetting committee including representatives of the relevant government bureaux/departments would be responsible for overseeing the design of the public open spaces to be implemented by the private developers within the proposed commercial development;
- (d) a continuous waterfront promenade connecting KBAA, Kwun Tong and Cha Kwo Ling had been proposed. For connection with KBAA, there were existing pedestrian crossing facilities near the junction of Hoi Bun Road and Shun Yip Street. The promenade would be further extended along the portion of waterfront near Kowloon Godown when opportunity arose upon redevelopment. Also, a pedestrian footbridge across the

estuary of Tsui Ping River would be provided under Revitalisation of Tsui Ping River Project to connect the planned promenades in KTAA and Cha Kwo Ling;

- (e) the existing Kwun Tong waterfront promenade was about 10 m wide with diversified activity spaces for different users. At KTAA, a 20m-wide waterfront promenade would be provided. It was considered sufficient to accommodate various facilities. There was no proposal for a boardwalk underneath Kwun Tong Bypass at the moment;
- (f) Members' concern on the maintenance of the existing facilities in Kwun Tong waterfront promenade was noted. While there was no plan for large-scale renovation at the moment, EKEO would closely monitor the condition of the existing facilities and relevant departments would undertake necessary maintenance and repairing works as appropriate; and
- (g) comments from members of the Task Force were mainly related to the possible visual impact, pedestrian connectivity, provision of more retail and GIC facilities and the possibility to relocate the DGV queuing area, which had been addressed in the RODP as appropriate. As there was operational need to transport dangerous goods across the harbour by ferry, the DGV queuing area would be retained in-situ with an optimised size. The pedestrian path across the access to the Kwun Tong Vehicular Ferry Pier would be temporarily closed during DGV boarding times for pedestrian safety. Such arrangement was similar to the current operation.

Pedestrian Connectivity

53. Some Members raised the following questions:

- (a) noting that there was heavy road traffic in the Kwun Tong area, how the proposed developments in KTAA would be connected to Kwun Tong MTR station on ground and podium levels to avoid pedestrian-vehicle conflict;
- (b) whether there was any proposal for an elevated covered pedestrian walkway

along Hoi Yuen Road to enhance pedestrian connectivity between Kwun Tong MTR station and KTAA; and

- (c) details of the proposed traveller between KBAA and KTAA, and whether the proposed traveller across Kwun Tong Typhoon Shelter would be extended along Lai Yip Street to connect with Ngau Tau Kok MTR station.

54. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) in order to enhance pedestrian connectivity between Kwun Tong MTR station and the rezoning area and to minimize pedestrian-vehicle conflict, multi-level pedestrian connections were proposed. There would be new at-grade pedestrian crossings across Hoi Yuen Road and Wai Yip Street, and a proposed footbridge across Wai Yip Street would facilitate pedestrian movement from Kwun Tong MTR Station. The existing footbridge at Manulife Financial Centre across Wai Yip Street would be modified to connect with the podium level of the proposed commercial/office development where vertical pedestrian facilities would also be provided to facilitate access to the waterfront promenade;
- (b) in view of the high pedestrian flow in the Kwun Tong area, there were short-term improvement schemes to widen the footpath and pedestrian crossing along Hoi Yuen Road. Taking the opportunities of comprehensive redevelopment project at Kwun Tong town centre, a new elevated walkway was planned to connect a commercial site at King Yip Street via a “G/IC” site to Kwun Tong MTR station. In association with the enhanced pedestrian path along Tsui Ping River, the pedestrian flow between Kwun Tong MTR station and KTAA would be diverted from Hoi Yuen Road; and
- (c) the proposed travellers along Wai Yip Street to connect KBAA and KTAA and across Kwun Tong Typhoon Shelter were proposed under the Multi-modal Environmentally Friendly Linkage System for Kowloon East. Possible connection to KTAA by elevated walkway would be considered in

the detailed design stage by the Civil Engineering and Development Department (CEDD). Due to limited space, traveller was considered not suitable to connect with Ngau Tau Kok MTR station along Lai Yip Street.

Traffic Issues

55. Some Members raised the following questions:
- (a) noting the existing heavy traffic condition in the area and the anticipated additional traffic load generated by the proposed developments in KTAA, how the potential traffic impact would be mitigated;
 - (b) details of the passenger and vehicular ferry services, and whether additional commercial elements could be incorporated in the existing ferry pier to generate income to support the existing ferry services; and
 - (c) whether there was any plan to provide tourist facilities such as water taxi service between Kwun Tong and Kai Tak or other destinations, taking advantage of the ferry piers in close proximity to the Kwun Tong typhoon shelter and the tourist node of Kai Tak to create a synergy for tourism purpose.
56. In response, Ms Johanna W.Y. Cheng, DPO/K, Ms Carol Y.M. Cheuk, SPMM(P), EKEO of DEVB, Mr David Wong, traffic and transport consultant, and Mr Woody Lin, urban planner of AECOM, made the following main points:
- (a) a Traffic and Transport Impact Assessment (TTIA) was conducted to investigate the traffic impacts arising from the proposed developments in KTAA on the surrounding road network. The TTIA recommended to convert the Hoi Yuen Road/Wai Yip Street roundabout into a signalised junction with a new public road running parallel to Wai Yip Street to increase the traffic capacity. In addition, the Wai Yip Street/Wai Fat Road junction would be improved, and the section of Lai Yip Street northbound between Kwun Tong Road and Hung To Road would be widened. With the proposed junction improvements, no insurmountable traffic impact was

anticipated. The Commissioner for Transport (C for T) had no comment on the TTIA which confirmed the technical feasibility of the proposed developments in KTAA from traffic perspective. Furthermore, an Investigation, Design and Construction Study was being undertaken by CEDD for the detailed design of the proposed road improvement works with updated traffic figures;

- (b) there were three existing ferry piers, namely Kwun Tong Vehicular Ferry Pier, Kwun Tong Public Pier and Kwun Tong Passenger Ferry Pier within KTAA but outside the K14S area. There were regular passenger ferry services between Kwun Tong and North Point (via Kai Tak) and between Kwun Tong and Sai Wan Ho, and vehicular ferry services between Kwun Tong and North Point. According to the Transport Department (TD), Kwun Tong Passenger Ferry Pier was subject to loading constraints. Hence, no additional commercial element was proposed for the pier. Members' comment on incorporating more active use into the ferry pier would be conveyed to TD for consideration; and
- (c) being at a prominent waterfront location, the proposed developments in KTAA would provide ample open spaces and create synergy effect for the transformation of KTBA and bring vibrancy to the waterfront area. It was trusted that relevant government bureau/department would take into account Member's view in the planning of tourist facilities.

57. Regarding Members' general concern on the traffic condition in the Kwun Tong area and the launching of water taxi services, Mr Patrick K.H. Ho, Assistant Commissioner for Transport (Urban), TD, at the request of the Chairman, supplemented for Members' information that the Police had taken enforcement actions against illegal parking and loading/unloading activities in Kwun Tong for the past few months and the traffic condition had improved recently. TD had also implemented some improvement measures in Kwun Tong and would closely monitor the traffic situation in the area. Regarding the planned water taxi services for tourism purpose, the preparation work for the services between Kai Tak, Hung Hom, Tsim Sha Tsui and Central was in progress. TD would closely monitor the progress with due consideration of the latest pandemic situation.

Provision of GIC Facilities

58. Some Members raised the following questions:
- (a) noting that the proposed rezoning area was not close to the major residential areas in Kwun Tung, whether the Day Care Centre for the Elderly was considered a suitable social welfare facility to be provided in the proposed commercial/office development;
 - (b) noting the deficiency in the provision of CCC in K14S and the lack of non-standardised GIC facilities e.g. co-working office spaces for non-governmental organisations (NGOs), whether space could be reserved for such uses in the proposed commercial/office development to meet the growing needs; and
 - (c) whether the provision of GIC facilities within the proposed commercial/office development would be exempted from GFA calculation.
59. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:
- (a) SWD advised the provision of a number of social welfare facilities in the proposed commercial/office development, including one 60-place Day Care Centre for the Elderly, two office bases of on-site pre-school rehabilitation services, a school social service work office and one 80-place Integrated Vocational Rehabilitation Services Centre. As shuttle bus services would be provided to escort the elderly from their homes, the provision of Day Care Centre for the Elderly in KTAA was considered appropriate;
 - (b) although KTAA was considered not easily accessible to the target users of CCC as advised by SWD, Members' concern on the deficient provision of CCC and suggestion on incorporating more social welfare facilities e.g. co-working space and office base for NGOs within the proposed commercial/office development would be conveyed to the relevant government departments for consideration. There would be flexibility on

the use of the reserved spaces for suitable GIC facilities in the lease formulation stage; and

- (c) to facilitate the provision of GIC facilities, a clause to exempt the floor area of such facilities as required by the Government from GFA calculation would be incorporated in the Notes of the “C(2)” zone.

Others

60. Some Members raised the following questions:

- (a) whether the proposed PVP would be accountable for GFA calculation; and
- (b) whether the requirements of the Sustainable Building Design Guidelines would be applicable to the proposed commercial/office development.

61. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) the requirement for provision of PVP, which would be located in the basement of the proposed commercial/office development as shown in the notional scheme prepared for assessment purpose, would be specified in the Notes of the “C(2)” zone. It would not be accountable for GFA calculation in accordance with the established practice. The parking requirement under the HKPSG would be specified in the land sale document; and
- (b) the developer would be required to meet the relevant requirements of the Sustainable Building Design Guidelines and BEAM Plus to be specified in the lease of the proposed commercial/office development.

62. The Chairman concluded that Members generally supported the proposed amendments to take forward the development of commercial/office, government uses and open spaces at the waterfront sites of KTBA. Members’ concerns on a comprehensive and integrated design concept for the proposed open spaces, pedestrian connectivity to the MTR

station, connectivity of the waterfront promenade, provision of suitable social welfare facilities within the proposed commercial/office development and traffic impact of the proposed developments in KTAA would be conveyed to relevant government bureaux/departments for consideration as appropriate.

[Mr Thomas O.S. Ho and Dr Frankie W.C. Yeung left the meeting during the Question and Answer session.]

63. After deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/22 and that the draft Kwun Tong (South) OZP No. S/K14S/22A at Attachment II of the Paper (to be renumbered as S/K14S/23 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Kwun Tong (South) OZP No. S/K14S/22A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

64. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Town Planning Ordinance. Any major revisions would be submitted for the Board's consideration.

[The Chairman thanked the government representatives and the consultants for their attendance to answer Members' enquiries. They left the meeting at this point.]

Agenda Item 12

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/K14/799 Proposed Shop and Services in “Other Specified Uses” annotated “Business” Zone and area shown as ‘Road’, Unit 2, G/F, 1 Hung To Road, Kwun Tong, Kowloon
(MPC Paper No. A/K14/799)

Presentation and Question Sessions

65. Ms Jessie K.P. Kwan, STP/K, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed shop and services;
- (c) departmental comments were set out in paragraph 9 of the Paper;
- (d) during the statutory publication period, a total of two public comments from members of Kwun Tong Central Area Committee, including one supporting comment and the other indicating no comment, were received. Major views were set out in paragraph 10 of the Paper; and
- (e) the Planning Department (PlanD)’s views – PlanD had no objection to the application based on the assessments set out in paragraph 11 of the Paper. The applied use was generally in line with the planning intention of the “Other Specified Uses” annotated “Business” zone and was considered compatible with the changing land use character of the area. The applied use in general complied with the Town Planning Board Guidelines No. 22D in that it would not induce adverse fire safety and environmental impacts on the uses within the subject industrial building (IB) and the adjacent areas. Concerned government departments had no objection to or no adverse

comment on the application. The aggregate commercial floor area approved by the Committee on the ground floor of the subject IB would be 249m², which was within the maximum permissible limit of 460m² for an IB with sprinkler system. Two similar applications on the ground floor of the subject IB were approved and the approval of the subject application was consistent with the previous decisions of the Committee.

66. Members had no question on the application.

Deliberation Session

67. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission was subject to the following conditions :

- “(a) the submission and implementation of a proposal on the fire safety measures within six months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 26.8.2021; and
- (b) if the above planning condition (a) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.”

68. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix III of the Paper.

[The Chairman thanked Ms Jessie K.P. Kwan, STP/K, for her attendance to answer Members' enquiries. She left the meeting at this point.]

Agenda Item 13

Any Other Business

69. There being no other business, the meeting closed at 11:35 a.m.