

## **TOWN PLANNING BOARD**

### **Minutes of 738<sup>th</sup> Meeting of the Metro Planning Committee held at 9:00 a.m. on 15.3.2024**

#### **Present**

Director of Planning  
Mr Ivan M. K. Chung

Chairman

Mr Wilson Y.W. Fung

Vice-chairman

Ms Sandy H.Y. Wong

Mr Franklin Yu

Ms Lilian S.K. Law

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Mr Timothy K.W. Ma

Professor Bernadette W.S. Tsui

Assistant Commissioner/Urban,  
Transport Department  
Mr Chow Bing Kay

Chief Engineer (Works),  
Home Affairs Department  
Mr Paul Y.K. Au

Principal Environmental Protection Officer (Territory South),  
Environmental Protection Department  
Miss Queenie Y.C. Ng

Assistant Director/Regional 1,  
Lands Department  
Ms Trevina C.W. Kung

Deputy Director of Planning/District  
Mr C.K. Yip

Secretary

**Absent with Apologies**

Mr Stanley T.S. Choi

Mr Daniel K.S. Lau

Mr Ben S.S. Lui

**In Attendance**

Assistant Director of Planning/Board  
Ms Caroline T.Y. Tang

Chief Town Planner/Town Planning Board  
Mr Rico W.K. Tsang

Town Planner/Town Planning Board  
Ms Charlotte O.C. Ko

**Agenda Item 1**

Confirmation of the Draft Minutes of the 737<sup>th</sup> MPC Meeting held on 1.3.2024

[Open Meeting]

1. The draft minutes of the 737<sup>th</sup> MPC meeting held on 1.3.2024 would be confirmed subject to checking of the wording used in paragraph 30 as suggested by a Member.

[Post-meeting Note: Upon checking, the draft minutes of the 737<sup>th</sup> MPC meeting were confirmed without amendment on 15.3.2024.]

**Agenda Item 2**

Matters Arising

[Open Meeting]

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

**Deferral Cases**

Sections 16 Applications

[Open Meeting (Presentation and Question Sessions only)]

Presentation and Question Sessions

3. The Secretary reported that there were two cases requesting the Town Planning Board to defer consideration of the applications. Details of those requests for deferral were in **Annex 1**.

Deliberation Session

4. After deliberation, the Committee decided to defer decisions on the applications

as requested by the applicants pending submission of further information, as recommended in the Papers.

### **Renewal Case**

#### **Sections 16 Application**

[Open Meeting (Presentation and Question Sessions only)]

#### **Presentation and Question Sessions**

5. The Secretary reported that there was one case for renewal of temporary planning approval and the Planning Department had no objection to the application. Details of the planning application, Members' declaration of interests and the Committee's views on the declared interests were in **Annex 2**.

#### **Deliberation Session**

6. After deliberation, the Committee decided to approve the application on a temporary basis for the applied renewal period on the terms of the application as submitted to the Town Planning Board. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

### **Kowloon District**

[Ms Vivian M.F. Lai, District Planning Officer/Kowloon (DPO/K), Ms Vicki Y.Y. Au, Senior Town Planner/Kowloon (STP/K) and Ms Janet S.Y. Wong, Town Planner/Kowloon, were invited to the meeting at this point.]

**Agenda Item 5**

**Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/K9/282                      Proposed Wholesale Conversion of the Existing Hotel for Flat and Permitted Shop and Services, Eating Place and Place of Recreation, Sports or Culture uses and a new Basement Carpark in “Commercial (2)” Zone, 8 Hung Luen Road, Hung Hom, Kowloon  
(MPC Paper No. A/K9/282)

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**Presentation and Question Sessions**

7.                      With the aid of a PowerPoint presentation, Ms Vicki Y.Y. Au, STP/K, briefed Members on the background of the application, the proposed development, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) had no objection to the application.

8.                      The Chairman and some Members raised the following questions:

*Planning Background of the Application Site (the Site) and Hung Hom Waterfront Area*

- (a)    noting that the Site was located in the Hung Hom waterfront area, whether approval of the proposed wholesale conversion of the existing hotel for residential use would have implications on the harbourfront planning; and the rationale for zoning of the sites at the waterfront area including the Site as “Commercial” (“C”) and inclusion of ‘Flat’ as a Column 2 use in the Notes for all “C” zones under the amendments to the Hung Hom Outline Zoning Plan (OZP) in 2021;
  
- (b)    whether the Commissioner for Tourism (C for Tourism) provided any comments on the applicant’s justification for the current proposal that the Tourism Plan in the Planning Study on the Harbour and its Waterfront Areas had never been realised;

- (c) whether approval of the application for the proposed residential development would break the continuity of commercial/hotel development along the waterfront area;
- (d) whether the proposed wholesale conversion of the existing hotel for residential use was a departure from the planning intention of the Site, and whether there was any change in land use policy/planning circumstances for the Site;

*Proposed Scheme and Implementation Programme*

- (e) given that the applicant did not submit any detailed layout plan of the proposed residential development, whether the existing building bulk would remain unchanged, and whether the existing hotel with the current floor layout was suitable for conversion for residential use;
- (f) details of the implementation programme of the proposed development;

*Supply and Demand of Hotel Rooms*

- (g) occupancy rate of the existing hotel;
- (h) the implications on the supply of hotel rooms should the subject application be approved by the Committee;

*Government, Institution and Community (GIC) Facilities and Open Spaces*

- (i) whether there would be shortfall of GIC facilities in Hung Hom area;
- (j) details of the two planned open spaces in the vicinity of the Site (i.e. Kin Wan Street Park and Hung Hom Urban Park); and

*Similar Applications*

- (k) details of the three applications cited by the applicant involving wholesale

conversion of existing hotels for 'Flat' use previously approved by the Committee or the Rural and New Town Planning Committee (RNTPC) of the Town Planning Board.

9. In response, Ms Vivian M.F. Lai, DPO/K, with the aid of some PowerPoint slides and plans, made the following main points:

*Planning Background of the Site and Hung Hom Waterfront Area*

- (a) the Site was sold for commercial development in 2001 and a hotel was completed in 2006. According to the information available on the Hong Kong Tourism Board's website, the subject hotel at the Site (i.e. Harbourfront Horizon All-suite Hotel, also known as Kowloon Harbourfront Hotel) was still in operation, offering flexible terms of accommodation. The Site was located within the Hung Hom Bay Reclamation Area (HHBRA). The reclamation of HHBRA, completed in 1990s, aimed to provide land for the extension of the hotel/office developments in Tsim Sha Tsui (TST) East, as well as residential developments, open space, and GIC facilities to help redress the shortfall of such facilities in Hung Hom. On the approved Hung Hom OZP No. S/K9/8 (gazetted in 1997), the sites along Hung Luen Road at the waterfront (including the Site which was zoned "C(2)" and a site to the east of the Site which was zoned "C(1)") were planned mainly for commercial, hotel/service apartment uses, while the sites in the hinterland of HHBRA were mainly zoned "Residential (Group A)" ("R(A)"), "C(3)", "Government, Institution or Community" and "Open Space". On the draft Hung Hom OZP No. S/K9/12 (gazetted in 2000), there was no provision for 'Flat' use under "C(1)", "C(2)" and "C(3)" zones, and the Explanatory Statement of the OZP had clearly stated that the planning intention of the commercial sites in HHBRA (including the Site) was to serve as an office and hotel node extended from TST East. The planning intention was reaffirmed in the recommendations of the Hung Hom District Study conducted by PlanD in 2006. Subsequently, in 2021, amendments were made to the Notes of the OZP for all "C" zone (including the Site) to

include 'Flat' use in Column 2 to allow flexibility for planning applications for 'Flat' to tie in with the Master Schedule of Notes to Statutory Plans for "C" zone. The draft OZP with the said amendments was approved in 2022;

- (b) C for Tourism had no comment on the applicant's justification regarding the Tourism Plan in the Planning Study on the Harbour and its Waterfront Areas. According to the information available on the Hong Kong Tourism Board's website, Victoria Harbour was featured as an attraction for visitors to explore a number of recommended tourist spots that centered around Victoria Harbour including the TST/Hung Hom waterfront area;
- (c) the continuity of commercial/hotel development from TST East to Hung Hom along the waterfront area would be disrupted if the subject application was approved by the Committee;
- (d) there was no change to the planning intention of the Site under the current OZP to serve as a hotel node extended from TST East since the reclamation of HHBRA in 1990s, but due regard should be given to relevant departmental comments and possible change in planning circumstances when considering the application. There was no on-going land use review for the Site and other sites in Hung Hom waterfront area. That said, as announced in the Policy Address 2023, the Mass Transit Railway Corporation Limited (MTRCL) was invited to conduct a preliminary study to re-plan and develop the Hung Hom Station and the railway facility sites in the vicinity, as well as the waterfront and pier facility sites to the south of the Hung Hom Coliseum to release the sites for commercial and residential development;

*Proposed Scheme and Implementation Programme*

- (e) with reference to the floor plan as shown in Drawing A-2g of the Paper, there would not be any change in the existing building bulk, and all the guestroom floors would be converted to flats. Other than an indicative layout plan attached to the Noise Impact Assessment submitted under the



application, no detailed layout plan showing the internal floor layout for the proposed residential development was submitted by the applicant. Under the prevailing practice, all building works and changes in use were subject to compliance with the Buildings Ordinance and would be vetted by the Buildings Department during the general building plan (GBP) submission stage;

- (f) should the application be approved by the Committee, the applicant was required to comply with various approval conditions imposed and proceed with the lease modification and submission of GBP for the proposed development subject to approval of relevant government departments. According to the applicant, the proposed residential development was anticipated to be completed by 2025;

*Supply and Demand of Hotel Rooms*

- (g) it was noted that as at April 2023, there were a total of about 89,000 existing hotel rooms and 319 hotels in Hong Kong. Among which, about 15,000 and 6,000 of the existing hotels rooms were in TST and Hung Hom areas respectively. In addition, there would be about 1,000 new hotel rooms in Hung Hom area. According to the information available on the Hong Kong Tourism Board's website, the average occupancy rates for the hotel rooms in TST area (including TST East) and other Kowloon areas (including the subject hotel and the hotels in its vicinity) in 2023 were about 86% and 85% respectively. According to the applicant, the average occupancy rate for the subject hotel rooms in 2023 was about 95% which was higher than that of other Kowloon areas. Notwithstanding that, C for Tourism had no objection to the application as it would be a matter of commercial decision and it would be up to the owner/operator of the hotel at the Site to decide whether or not to continue their business;
- (h) while the above-mentioned figures of hotel rooms of in TST and Hung Hom areas had not taken into account the licensed guesthouses and small-scale hotels (with less than 100 rooms), it was anticipated that there

would be a total loss of more than 50% of the existing hotel rooms in Hung Hom area should the subject application (involving existing 1,662 hotel rooms) together with another planning application (No. A/K9/284) (involving existing 1,980 hotel rooms) under processing to the north of the Site for proposed conversion of the existing hotel for hotel mixed residential use be approved. There were about 10,000 hotel rooms along or close to the waterfront of the Kowloon Peninsula, including those in the subject hotel. Should the subject application be approved by the Committee, there would about 17% loss of the existing hotel rooms close to the harbour;

#### *GIC Facilities and Open Spaces*

- (i) the planned provision of major GIC facilities in Hung Hom OZP area without taking into account the population of the proposed residential development was generally sufficient except for child care centres, community care services facilities, residential care homes for the elderly, pre-school rehabilitation services, day rehabilitation services and residential care services;
- (j) the planned Kin Wan Street Park and existing TST Promenade were abutting the eastern and southern boundaries of the Site respectively. The construction of the planned Kin Wan Street Park and relevant upgrading works of existing facilities at the TST Promenade were currently in progress and for completion by 2024/2025. Hung Hom Urban Park, which was located to the further east of the Site, was currently under construction with its Phase 1 recently opened in February 2024; and

#### *Similar Applications*

- (k) the three applications in Ma On Shan, Ting Kau, Tin Shui Wai involving wholesale conversion of existing hotels for 'Flat' use were approved by the Committee or RNTPC between 2021 and 2022. Two of them were section 12A applications (No. Y/MOS/6 and Y/TWW/7) for rezoning of the sites from "Other Specified Uses" annotated "Hotel" to "R(A)12" on the Ma On

Shan OZP and from “Comprehensive Development Area(1)”, “Green Belt” and area shown as ‘Road’ to “Residential (Group B)2” on the Tsuen Wan West OZP respectively, while the remaining section 16 application (No. A/TSW/77) was in “C” zone on the Tin Shui Wai OZP. However, they were different from the subject application in terms of location, site characteristics and land use context. The sites under Nos. Y/TWW/7 and A/TSW/77 were not intended for hotel development at the outset and they were subsequently approved for and developed into hotels out of private initiatives. The site under No. Y/MOS/6 was designated for hotel considering that insufficient hotel rooms were the major difficulty with tourism industry at that time, which were then addressed by provision for such development in general and more supply in the territory.

10. In response to a Member’s enquiry on details of the traffic impact assessment (TIA) submitted by the applicant, Ms Vicki Y.Y. Au, STP/K, said that according to the TIA, after completion of the proposed conversion of the existing hotel for residential use, it would induce additional traffic volume during the AM peak hour, but there would be a decrease in the traffic volume during the PM peak hour as compared with the current situation. The junction capacity assessment demonstrated that all relevant junctions would operate with capacity under the design scenario. Furthermore, the proposed development would provide 389 private car parking spaces and 19 motorcycle parking spaces to meet the requirements in the Hong Kong Planning Standards and Guidelines (HKPSG) on ancillary parking provisions and such provisions could achieve about 91% of the high-end provision of the HKPSG. The Commissioner for Transport had no adverse comment on the application and relevant approval condition related to design and provision of parking spaces had been recommended. Mr Chow Bing Kay, Assistant Commissioner/Urban, Transport Department, supplemented that there would be an increase in traffic of 43 passenger car unit (i.e. equivalent number of private cars) per hour (pcu/hr) in the AM peak hour and a decrease of 28 pcu/hr in the PM peak hour in accordance with the TIA.

11. In response to a Member’s question on whether the applicant would need to pay land premium for the proposed residential development, Ms Vivian M.F. Lai, DPO/K, said that as the Site should not be used for any purpose other than for non-industrial (excluding private residential, godown and petrol filling station) purposes under the lease, lease

modification for the proposed residential development was required should the application be approved by the Committee. Ms Trevina C.W. Kung, Assistant Director/Regional 1, Lands Department, supplemented that under the current land administration policy, the applicant would be required to pay land premium when lease modification involved an increase in land value.

[Mr Franklin Yu joined the meeting and Ms Sandy H.Y. Wong left the meeting during the question and answer session.]

### Deliberation Session

12. The Chairman recapitulated the following main points for Members' consideration:

- (a) the subject application was for proposed wholesale conversion of the existing hotel for flat and permitted shop and services, eating place and place of recreation, sports or culture uses and a new basement carpark. The applicant provided justifications for the application that the three previously approved applications (No. Y/MOS/6, Y/TWW/7 and A/TSW/77) involving wholesale conversion of existing hotels for 'Flat' use in Ma On Shan, Ting Kau and Tin Shui Wai respectively had demonstrated the feasibility of the proposed wholesale conversion for residential development to increase housing supply. Given that approval of a section 16 application should be scheme-based, consideration should be given to whether there was sufficient information in the submission, such as details of floor plans, to demonstrate that the proposed conversion from a hotel to residential use at the Site was suitable;
- (b) there was another similar planning application (No. A/K9/284) to the north of the Site submitted by the same applicant for proposed conversion of a hotel cum public vehicle park development (with 1,980 existing hotel rooms) for hotel mixed residential cum public vehicle park use, which was under processing;

- (c) the planning intention of the Site for commercial/hotel development had remained unchanged since the reclamation of HHBRA (including the Site) in the 1990s. In addition, the two planned open spaces in the vicinity of the Site, namely Kin Wan Street Park and Hung Hom Urban Park, would help attract visitors to the Hung Hom waterfront area;
- (d) from tourism planning perspective, C for Tourism had no objection to the application as the operation of hotels was a matter of commercial decision and would defer to relevant government bureaux/departments to take a macro view and weigh among competing demands. There was no change in land use planning intention for the Site and the waterfront area. In that regard, whether the application should be approved or rejected would be subject to the Committee's decision, taking into account its own individual merits and other planning considerations; and
- (e) MTRCL would conduct a preliminary study to re-plan and develop the Hung Hom Station and Freight Yard areas and areas to the south of the Hung Hom Coliseum, which were located to the west and northwest of the Site with a view to releasing the sites for commercial and residential development.

13. Members generally considered that the subject application could not be supported mainly on the grounds that the proposed residential development was not in line with the planning intention of the Site which was primarily for commercial developments and serving as a hotel node extended from TST East, and approval of the application would break the continuity of commercial uses along the Hung Hom and TST East waterfront areas. Having considered the location of the Site and its surrounding hotel developments as well as the two planned open spaces, some Members were of the view that the Site should be retained as a hotel use to bring vibrancy to the Hung Hom waterfront area, and a Member opined that conversion of the subject hotel to 'Flat' use would affect tourism planning at the Hung Hom waterfront area.

14. Some Members reckoned that the applicant failed to provide strong justifications for the proposed wholesale conversion and approval of the application would set an

undesirable precedent, particularly for those existing hotels along the waterfront in TST and Hung Hom areas. Moreover, there were no details shown on the floor plans submitted to demonstrate that the residential scheme was acceptable. While noting that there might be some planning gains of the proposal such as increase in housing supply and parking spaces, a Member expressed concerns that the proposed development would result in a decrease in hotel rooms in Hung Hom area, additional traffic and further shortfall in the provision of GIC facilities, which might be prone to the social loss. Another Member shared the same views and opined that the applicant did not endeavour to provide GIC facilities in the proposed development to serve the area, unlike the previously approved rezoning application in Ting Kau (No. Y/TWW/7).

15. Despite C for Tourism's comments that the proposed wholesale conversion was a matter of commercial decision and the approval of three similar applications involving wholesale conversion of existing hotels for 'Flat' use in other districts, a Member opined that the previously approved applications should not be taken as one of the main considerations when assessing the subject application. Each application should be considered based on its own individual merits and relevant planning considerations. Another Member queried the feasibility of the proposed underground carpark at the Site.

16. The Chairman concluded that the Committee generally did not support the application, having considered that the proposed development was not in line with the planning intention of the "C" zone for the Site and there was no strong planning justification in the submission for a departure from such planning intention.

17. After deliberation, the Committee decided to reject the application. The reason was:

"the proposed development is not in line with the planning intention of the "Commercial" zone, which is primarily for commercial developments with the application site serving as a hotel node extended from Tsim Sha Tsui East. There is no strong planning justification in the submission for a departure from such planning intention."

[The Chairman thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

**Agenda Item 7**

Any Other Business

[Open Meeting]

18.           There being no other business, the meeting was closed at 10:25 a.m..

**Minutes of 738<sup>th</sup> Metro Planning Committee  
(held on 15.3.2024)**

**Deferral Cases**

Request for Deferment by Applicants for Two Months

<b>Item No.</b>	<b>Application No.</b>	<b>Times of Deferment</b>
4	A/H19/84	1 <sup>st</sup>
6	A/K10/273	1 <sup>st</sup>

*\*Refer to the agenda at [https://www.tpb.gov.hk/en/meetings/MPC/Agenda/738\\_mpc\\_agenda.html](https://www.tpb.gov.hk/en/meetings/MPC/Agenda/738_mpc_agenda.html) for details of the planning applications.*



**Minutes of 738<sup>th</sup> Metro Planning Committee  
(held on 15.3.2024)**

**Renewal Case**

Application for renewal of temporary approval for 3 years

<b>Item No.</b>	<b>Application No.</b>	<b>Renewal Application</b>	<b>Renewal Period</b>
3	A/H7/184	Temporary Private Club (Recreation Facilities) Use for a Period of 3 Years in “Residential (Group C)1” Zone, 48 Shan Kwong Road, Happy Valley, Hong Kong	1.5.2024 to 30.4.2027

**Declaration of Interests**

The Secretary reported the following declaration of interests:

<b>Item No.</b>	<b>Members’ Declared Interests</b>	
3	The application was submitted by the Hong Kong Jockey Club (HKJC) and the application site (the Site) was located in Wong Nai Chung.	<ul style="list-style-type: none"> <li>- Mr Ivan M.K. Chung (<i>Chairman</i>) (<i>as Director of Planning</i>) for co-owning with spouse a flat in Wong Nai Chung</li> <li>- Mr Wilson Y.W. Fung (<i>Vice-chairman</i>) for being a full member of HKJC</li> <li>- Mr Stanley T.S. Choi for his organisation having obtained sponsorship from HKJC</li> <li>- Ms Lilian S.K. Law for being an ordinary member of HKJC and co-owning with spouse a flat in Wong Nai Chung</li> <li>- Professor Roger C.K. Chan for being a full member of HKJC</li> <li>- Professor Bernadette W.S. Tsui for being a full member of HKJC</li> </ul>

The Committee noted that Mr Stanley T.S. Choi had tendered an apology for being unable to attend the meeting. As the interests of Mr Wilson Y.W. Fung, Ms Lilian S.K. Law, Professor Roger C.K. Chan and Professor Bernadette W.S. Tsui in relation to HKJC were indirect, and the properties co-owned by Mr Ivan M.K. Chung and his spouse and Ms Lilian S.K. Law and her spouse had no direct view of the Site, the Committee agreed that they could stay in the meeting.