

**Minutes of 1282nd Meeting of the
Town Planning Board held on 7.10.2022**

Present

Permanent Secretary for Development
(Planning and Lands) (Acting)
Mr Vic C.H. Yau

Chairperson

Mr Lincoln L.H. Huang

Vice-chairperson

Mr Wilson Y.W. Fung

Mr Stephen L.H. Liu

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Mr K.W. Leung

Professor John C.Y. Ng

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Dr Venus Y.H. Lun

Mr Vincent K.Y. Ho

Mr Ben S.S. Lui

Mr Timothy K.W. Ma

Mr K.L. Wong

Chief Traffic Engineer/Kowloon
Transport Department
Mr Gary C.H. Wong

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

Principal Environmental Protection Officer (Strategic Assessment)
Environmental Protection Department
Mr Stanley C.F. Lau

Director of Lands
Mr Andrew C.W. Lai

Director of Planning
Mr Ivan M.K. Chung

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

Secretary

Absent with Apologies

Dr C.H. Hau

Miss Winnie W.M. Ng

Ms Sandy H.Y. Wong

Mr L.T. Kwok

Dr Conrad T.C. Wong

Mrs Vivian K.F. Cheung

Ms Bernadette W.S. Tsui

In Attendance

Assistant Director of Planning/Board

Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board

Ms Josephine Y.M. Lo

Senior Town Planner/Town Planning Board

Ms M.L. Leung

Opening Remarks

Agenda Item 1

[Open Meeting]

Confirmation of Minutes of the 1281st Meeting held on 16.9.2022

[The item was conducted in Cantonese.]

1. The minutes of the 1281st Meeting held on 16.9.2022 were confirmed without amendments.

Agenda Item 2

[Open Meeting]

Matters Arising

[The item was conducted in Cantonese.]

(i) Approval of Draft Outline Zoning Plans

2. The Secretary reported that on 13.9.2022, the Chief Executive in Council (CE in C) approved the draft Shek Kip Mei Outline Zoning Plan (OZP) (re-numbered as No. S/K4/31), the draft Mui Wo North OZP (re-numbered as No. S/I-MWN/2), Pui O Au OZP (re-numbered as No. S/I-POA/2) and Ping Shan OZP (re-numbered as No. S/YL-PS/20) under section 9(1)(a) of the Town Planning Ordinance (the Ordinance). The approval of the draft plans was notified in the Gazette on 23.9.2022.

(ii) Reference Back of Approved Outline Zoning Plans

3. The Secretary reported that on 13.9.2022, the CE in C referred the Approved Kwai Chung OZP No. S/KC/30 to the Town Planning Board (the Board) for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the said OZP was notified in the Gazette on 23.9.2022.

(iii) Town Planning Appeal Decision Received

Town Planning Appeal No. 5 of 2020

Proposed House (New Territories Exempted House (NTEH) – Small House) in “Green Belt” (“GB”) and “Village Type Development” Zones, Lot 981 S.D in D.D.9, Nam Wa Po, Tai Po

(Application No. A/NE-KLH/562)

4. The Secretary reported that the subject appeal was against the Board’s decision to reject on review an application (No. A/NE-KLH/562) for a proposed house (NTEH – Small House) at a site zoned “Green Belt” (“GB”) and “Village Type Development” (“V”) on the Kau Lung Hang OZP.

5. The appeal was heard by the Town Planning Appeal Board (TPAB) on 12.10.2021. On 27.9.2022, the appeal was dismissed by TPAB.

Grounds of Appeal and Town Planning Appeal Board (TPAB)’s views

The Basic Law Ground

6. The Appellant claimed that the Board acted ultra vires in curtailing/limiting his constitutional right to erect a NTEH, in contravention of Article 40 of the Basic Law. The Appellant also claimed that although the Ordinance was first enacted in 1939, it was not applicable to the New Territories until 1991.

7. TPAB expressed that it was clear that town planning and development control existed in the New Territories even before the formalisation of the Small House Policy in its present form in 1972, and no doubt such control continued thereafter. The power and authority of the Board to regulate and control the construction of NTEHs by indigenous inhabitants were derived from the Ordinance, and the Interim Criteria and Town Planning Board Guidelines (though promulgated after the Basic law in April 1990) were administrative guidelines as to how the Board’s power would be exercised. Accordingly, TPAB had no hesitation in rejecting the Basic Law ground claimed by the Appellant.

The Land Availability Ground

8. The Appellant claimed that the Board made a ‘material error of fact’ that there was sufficient land available within the “V” zone of Nam Wa Po as the Board wrongly included Tso/Tong land and vacant land with irregular shape, passageway, small spaces between existing small houses, and land within the curtilage of existing Small Houses in its estimation of available land.

9. The TPAB accepted the Respondent’s assessment on areas available for construction of NTEHs. TPAB was in support of the Planning Department’s approach that, while estimating the amount of land available for NTEHs, the ease (or difficulty) with which land might be acquired from individual (non-government) owners ought to be disregarded, as long as such acquisition was physically and legally possible. Land ownership was not a material consideration as it could be subject to change, and land parcels could be subdivided to suit development needs.

10. The appeal was dismissed by the TPAB for the following reasons:

- (a) the TPAB considered that paragraph B(a) of the Interim Criteria was not satisfied, as there was no general shortage of land in meeting the demand for Small House development in the “V” zone of Nam Wa Po; and
- (b) as 74% of the application site fell within the “GB” zone, approving that application would certainly contribute to the development of “urban sprawl” which was already seen happening along the boundary between the “V” and “GB” zones on the OZP. Approval of application would also create a bad precedent, opening a floodgate to future developments, thereby defeating the planning intention of the OZP.

(iv) Appeal Statistics

11. The Secretary reported that as at 5.10.2022, a total of 14 cases were yet to be heard and no appeal decision was outstanding. Details of the appeal statistics are as follows :

Allowed	39
Dismissed	169
Abandoned/Withdrawn/invalid	211
Yet to be heard	14
Decision Outstanding	0
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Total	433

Kowloon District

Agenda Item 3

[Open Meeting (Presentation and Question Sessions only)]

Submission of the Draft Urban Renewal Authority Nga Tsin Wai Road/Carpenter Road Development Scheme Plan No. S/K10/URA3/A Prepared Under Section 25 of the Urban Renewal Authority Ordinance and Proposed Amendments to the Approved Ma Tau Kok Outline Zoning Plan No. S/K10/28

(TPB Paper No. 10869)

[The item was conducted in Cantonese.]

12. The Secretary reported that the TPB Paper No.10869 (the Paper) consisted of two parts. For Part I, the draft Development Scheme Plan (DSP) involved an area located in Kowloon City and was submitted by the Urban Renewal Authority (URA) with Ove Arup & Partners Hong Kong Limited (ARUP) as one of the consultants of URA. For Part II, the proposed amendment to the OZP involved a proposed school-cum-church development in a “Government, Institution or Community” (“G/IC”) site in Kowloon City (next to the above DSP area) to take forward an approved s.12A application No. Y/K10/4 (Item A). The following Members had declared interests on the items:

Mr Ivan M.K. Chung - being a non-executive director of the URA Board
(*as Director of Planning*) and a member of its Committee;

Mr Andrew C.W. Lai - being a non-executive director of the URA Board
(*as Director of Lands*) and a member of its Committee;

Mr Lincoln L.H. Huang - being a former Vice-Chairman of Appeal Board
(*Vice-Chairperson*) Panel of URA;

Mr Timothy K.W. Ma - being a member of Land, Rehousing &
Compensation Committee of URA, a director of the
Board of the Urban Renewal Fund, and a member of
the Supervisory Board of Hong Kong Housing

Society (HKHS) which had discussion with URA on housing development issues;

- Dr Conrad T.C. Wong - having current business dealings with URA; his companies owning four properties in Ma Tau Kok and his daughter owning a property in Kowloon City;
- Mr Franklin Yu - having current business dealings with ARUP;
- Mr Ben S.S. Lui - being a former Executive Director of URA;
- Mr Ricky W.Y. Yu - being a director of the Board of Urban Renewal Fund, and a director and chief executive officer of Light Be (Social Realty) Co. Ltd. which was a licensed user of a few URA's residential units in Sheung Wan;
- Mr Wilson Y.W. Fung - being a former director of the Board of the Urban Renewal Fund;
- Ms Lilian S.K. Law - being a former director of the Board of the Urban Renewal Fund and a member of HKHS which had discussion with URA on housing development issues;
- Mr Daniel K.S. Lau - being a member of HKHS which had discussion with URA on housing development issues;
- Mr K.L. Wong - being a member and an ex-employee of HKHS which had discussion with HD on housing development issues;
- Mr L.T. Kwok - his former serving organisation had received sponsorship from URA; and
- Ms Winnie W.M. Ng - her company owning two properties on Nam Kok Road, Ma Tau Kok.

13. Members noted that Dr Conrad T.C. Wong, Mr L.T. Kwok and Ms Winnie W.M. Ng had tendered apologies for being unable to attend the meeting. The interests of Messrs Ivan M.K. Chung, Andrew C.W. Lai and Timothy K.W. Ma were direct, and they should be invited to leave the meeting temporarily for the item. Members agreed that as the interests of Messrs Lincoln L.H. Huang, Ricky W.Y. Yu and Wilson Y.W. Fung were indirect, and Messrs Ben S.S. Lui, Daniel K.S. Lau and Ms Lilian S.K. Law had no involvement in the DSP, they could stay in the meeting. Members noted that Messrs Franklin Yu and K.L. Wong, whose interests were considered indirect if they had no involvement in the DSP, had not yet arrived at the meeting.

[Messrs Ivan M.K. Chung, Andrew C.W. Lai and Timothy K.W. Ma left the meeting at this point.]

Presentation and Question Sessions

14. The following representatives of the Planning Department (PlanD) and URA were invited to the meeting at this point:

PlanD's Representatives

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|--------------------|--|
| Ms Vivian M.F. Lai | - District Planning Officer/Kowloon
(DPO/K) |
| Mr Jon C.H. Mak | - Senior Town Planner/Kowloon
(STP/K) |

URA's Representatives

- | | |
|--------------------|-------------------|
| Mr Wilfred C.H. Au | - Director |
| Ms Mable M.P. Kwan | - Senior Manager |
| Mr Jackey Chan | - Senior Manager |
| Mr Frankie Choy | - Planner Trainee |

15. The Chairperson extended a welcome and explained the procedures of the meeting. He then invited the representatives of PlanD and URA to brief Members on the Paper.

Draft Development Scheme Plan

16. Mr Jon C.H. Mak, STP/K, explained that URA had submitted the draft DSP to the Board for consideration in accordance with section 25(5) of the Urban Renewal Authority Ordinance (URAO). If agreed by the Board, the DSP would be exhibited for public inspection in accordance with the provision under section 5 of the Town Planning Ordinance (the Ordinance).

17. With the aid of a PowerPoint presentation, Mr Jon C.H. Mak, STP/K, briefed Members on the DSP as detailed in the Paper, including the background, the proposed development parameters of the DSP and the notional scheme (the Scheme) prepared by URA.

[Mr Franklin Yu joined the meeting during PlanD's presentation.]

18. With the aid of a PowerPoint presentation, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) in the DSP, URA had employed the following two planning tools:
 - (i) on redevelopment, to adopt a planning-led approach through the formulation of a holistic plan to re-structure and re-plan the land uses, pedestrian network and street layout with a view to transforming the area into a place with better living environment; and
 - (ii) besides redevelopment, to renew old districts through beautification, revitalisation and rehabilitation with a view to improving the environment and living standards of the local residents;

- (b) according to the Urban Renewal Plan (URP) for Kowloon City prepared under the Kowloon City District Urban Renewal Forum (DURF), the Kowloon City area should maintain its position as a dining and cultural district and a gateway to Kai Tak Development Area (KTDA). Also, DURF recommended that (i) around Kowloon City Market, pavements could be widened or part-time pedestrianisation areas be designated to improve walking environment; (ii) if

Kowloon City Market was redeveloped, an open space/public square (about 400m²) could be created in the redevelopment site by setting buildings back from Nga Tsin Wai Road by 10m; and (iii) public car park be provided in the area to increase the supply of parking spaces;

- (c) to pursue one of the URP's initiatives to create a gateway to KTDA, under another URA's project at Kai Tak Road/Sa Po Road DSP KC-015 (outside the DSP area) approved by the Chief Executive in Council (CE in C) in 2020, a sunken plaza had been planned as a gateway connecting with a pedestrian subway underneath Prince Edward Road East which would lead to the underground shopping street network of KTDA. A public car park would also be provided in Project KC-015;

Development Considerations

- (d) URA had undertaken a district planning study for the Kowloon City Action Area 3 (KCAA3) which covered the DSP area. The KCAA3 was a district as old as Yau Ma Tei and Mong Kok districts. Of the existing buildings in KCAA3, about 90% were aged more than 30 years and 65% more than 50 years;
- (e) since the uplifting of the airport height restriction as a result of the relocation of the Kai Tak Airport in 1998, about 27 new buildings had been completed and about six buildings were under construction, all being sporadic piecemeal redevelopments, and only four of them were provided with carparks. Piecemeal redevelopments which were usually without provision of carparks would cause vehicles circulating on nearby roads in search of parking spaces and hence create traffic congestion and illegal on-street parking problems. While there were about 330 existing metered on-street parking spaces, illegal double parking or even triple parking on roadside was commonplace. Without comprehensive planning, piecemeal redevelopments might dominate the area and the said traffic problems would exacerbate, even with the upcoming supply of 300 public car parking spaces in the Project KC-015;
- (f) KCAA3 was one of the renowned specialty dining areas in Hong Kong, especially for Chiu-Chow and Thai cuisines. However, this unique dining

ambience had been diminishing since the relocation of the Kai Tak Airport. A URA's study conducted in 2019 indicated that among the shops operating in KCAA3, only about 13% were related to Chiu-Chow and Thai cuisines/food products. This percentage might drop further if the current situation remained unattended. There was a pressing need to preserve the local street life and the cultural and historic heritage;

- (g) the provision of open spaces in KCAA3 was relatively insufficient comparing with neighbouring districts. DURF also recommended more roadside greening in the area. If opportunities arose, more open spaces/greeneries should be provided in the area;

KCAA3 Planning Framework

- (h) the broad planning framework for KCAA3 was detailed in the Planning Report (Annex B of the Paper). According to the broad planning framework, the connectivity of KCAA3 and its neighbouring areas should be enhanced as set out below. The DSP sought to implement two of the connections (i.e. items (1) and (2)):
 - (1) to forge a gateway fronting KTDA near Tak Ku Ling Road Rest Garden in the southeast,
 - (2) to enhance the north-south connection between MTR Sung Wong Toi Station to the south and Mei Tung Estate redevelopment (to be completed in 2027) to the north via Carpenter Road Park,
 - (3) to create a western gateway to Kowloon Tong, and
 - (4) to create an eastern gateway to Lung Tsun Stone Bridge in the KTDA.

The Scheme

- (i) the planning vision of the Scheme included (i) reaffirming the district's role as a gateway to connect KTDA; (ii) creating better environment for pedestrians, preserving local street life and its historic and cultural characters and enhancing street vibrancy; and (iii) establishing the image of a local dining and cultural district and facilitating diversified activities to take place;

- (j) the Scheme comprised three sites, namely the Eastern Site (Site C1) for a gateway square and a low-rise retail block at non-domestic plot ratio (PR) of 0.59, the Main Site (Sites A&C2) for a mixed residential and commercial development with Site A at domestic/non-domestic PRs of 8.0/1.0 and Site C2 at domestic/non-domestic PRs of 11.1/1.16, and the Northern Site (Site B) for a new complex for provision of Government, institution and community (GIC) facilities of gross floor area (GFA) of about 44,000m² (equivalent to PR of 6.67). The existing Kowloon City Market in the Main Site would firstly be re-provisioned at the new GIC complex in the Northern Site with a view to minimising disruption to the existing market services;
- (k) to tackle the challenges arising from piecemeal redevelopments, illegal on-street parking, insufficient space to create a gateway to KTDA due to the numerous bus stops along Prince Edward Road East and the need to re-provision the existing affected GIC facilities (e.g. Lee Kee Memorial Dispensary, Kowloon City Lions Clubs Health Centre, etc.) nearby, the Scheme sought to replan the land uses, restructure the traffic and pedestrian networks and upgrade the existing GIC facilities;
- (l) the Scheme would provide a total GFA of about 47,000m² for GIC facilities in the Main Site and the new GIC complex in the Northern Site (Site B), which were about three times the existing 15,000m² GFA. The new GIC complex (about 44,000m² GFA) would not only allow re-provisioning and upgrading of the existing affected GIC facilities (e.g. market, cooked food centre, sports centre, etc.), but also provide additional GIC facilities (e.g. community hall and other facilities to be advised by relevant government departments);
- (m) Billionnaire Avant, located in the midst but not included in the DSP, would be given due consideration alongside the proposed development as if it was part and parcel of the Main Site. Under the Scheme, Billionnaire Avant would be provided with a private vehicular access and appropriate building separations with adjacent residential towers;

- (n) in the Main Site, the north-south pedestrian connection would be enhanced with the provision of two landscaped pedestrian avenues each of a minimum width of 18m through pedestrianisation of Nam Kok Road and Nga Tsin Long Road, with connections to the new GIC complex to the north by a proposed link bridge and to the MTR Sung Wong Toi Station (outside the DSP area) to the south by a potential subway underneath Nga Tsin Wai Road. The east-west pedestrian connection would be improved by a 10m-wide building setback along Nga Tsin Wai Road. A market square was proposed in the northeastern corner of the Main Site, welcoming various place-making activities. To retain the local street vibrancy and characters, shop-lined frontage would be maximised along the pedestrianised avenues and three pre-war buildings at 36-38, 44-46 Nga Tsin Long Road and 68 Nga Tsin Wai Road were proposed to be preserved. A public vehicle park (PVP) of about 360 parking spaces would also be provided;
- (o) in the Eastern Site, Kai Tak Road/Nga Tsin Wai Road would be realigned to allow creation of a sizable gateway square (about 2,100m²) and a scalable gateway alongside the planned sunken plaza in URA's Project KC-015 to the northeast and the existing Tak Ku Ling Road Rest Garden to the southwest. A low-rise commercial block commensurate with the square setting would be provided. The site's residual PR had been transferred to the Main Site which would be supported by greater infrastructural capacity;

Revitalisation Works outside the DSP

- (p) for some areas outside the DSP between the Eastern Site and the Main Site, redevelopment opportunity was considered slim as the area was dotted with infill redevelopments, and the local road network was difficult to be restructured. Nonetheless, revitalisation and rehabilitation works would be carried out for some selected buildings (about 40), open spaces and back lanes to improve the living environment;
- (q) revitalisation works for the Carpenter Road Park (outside the DSP) was separately proposed to redesign and upgrade the park, e.g. redesigning the cycle tracks, providing a landscaped deck to connect Mei Tung Estate redevelopment

with the new GIC complex in the Northern Site, enhancing the interface with the Kowloon Walled City Park, etc.; and

- (r) pavement widening along streets outside the DSP would be explored in the long term.

[Mr K.L. Wong joined the meeting during URA's presentation.]

19. With the aid of a PowerPoint presentation, Mr Jon C.H. Mak, STP/K, continued to brief Members on the planning assessment of the draft DSP, as detailed in paragraph 11 of the Paper, that PlanD had no objection to the draft DSP including the proposed development intensity with a maximum overall PR of 9.0, proposed building height restrictions (BHRs) of 40/100/160mPD, at-grade landscaped diversified space of not less than 10,400m² in total, exemption from GFA calculation for PVP and GIC facilities required by the Government; the restructuring and replanning of the traffic and pedestrian networks; and that URA be invited to liaise with the Social Welfare Department on provision of more GIC facilities in the proposed development at the detailed design stage. Regarding the public comments received during the inspection periods, the planning assessments and departmental comments in the Paper were relevant and other matters relating to acquisition, compensation and rehousing would be dealt with by URA according to the established policies.

Proposed Amendment to the OZP

20. Mr Jon C.H. Mak, STP/K, continued to brief Members on the proposed amendment to the approved Ma Tau Kok OZP No. S/K10/28 as detailed in paragraph 12 of the Paper. The amendment was to take forward a proposed amendment to the BHR of a "G/IC" site from 3 storeys to 45mPD to facilitate redevelopment of an existing building on Lung Kong Road (next to the DSP area), the Cornerstone Education Centre, for school and religious institution uses under a s.12A application (No. Y/K10/4) agreed by the Metro Planning Committee on 9.7.2021.

21. As the presentations of the representatives of PlanD and URA had been completed, the meeting proceeded to the Q&A session. The Chairperson invited Members to consider whether the DSP and the proposed amendment to the Ma Tau Kok OZP were acceptable for exhibition under the Ordinance. The Chairperson also reminded Members that according to

the Town Planning Board Guidelines No. 29B, the Board's decision on the DSP would be kept confidential for three to four weeks after the meeting and would be released when the DSP was exhibited for public inspection. Members were reminded to exercise due care when asking questions in the open session of the meeting so as to avoid inadvertent divulgence of their views on the DSP's boundaries to the public. He then invited questions from Members.

Status of The Draft DSP and The OZP

22. In response to a Member's enquiries, the Secretary explained that as the Board's deliberation on the DSP would be kept confidential temporarily, Members were reminded to abide by the confidentiality rule. The Chairperson added that releasing any suggestions of extending the DSP boundaries to the public before gazettal of the DSP might induce market speculation and hence Members should refrain from commenting on the DSP's boundaries during the open session of the meeting.

23. In response to a Member's question, the Secretary further explained that the draft DSP was prepared under the URAO. A draft DSP agreed by the Board would deem to be a draft plan prepared by the Board and would be exhibited for public inspection under the Ordinance, and would replace the area on the respective OZP in accordance with the URAO. Similar to an OZP, a draft DSP was empowered with statutory control on land uses and development parameters as stipulated in its Notes, whereas the planning and land uses proposals were briefly depicted in its accompanying explanatory statement. Any comments on the detailed design of the Scheme could be further examined and considered by URA at the detailed design stage, and there would be no need to make corresponding amendments to the DSP should there be no change to the Scheme boundary nor the zoning and development parameters.

Development Intensity and Building Height

24. Some Members raised the following questions:

- (a) where the PR of the Eastern Site had been transferred to other sites in the DSP;
- (b) whether there was any mechanism to allow greater interchangeability between the domestic PR of 8.0 and non-domestic PR of 1.0; and

- (c) whether the higher building height (BH) (maximum 160mPD) stipulated under the DSP would have any implications on subsequent planning applications for minor relaxation of BHR of 100mPD (under the OZP) on sites outside the DSP area.

25. With the aid of some PowerPoint slides, Ms Vivian M.F. Lai, DPO/K, made the following main points:

- (a) the transfer of PR was explained in paragraph 3.7 of the Paper. In gist, the overall PR for the Main Site (Sites A&C2) and the Eastern Site (Site C1) under the DSP were 8.0/1.0 (domestic/non-domestic) combined. Since the Eastern Site (Site C1) was planned as a low-rise gateway to KTDA, the residual PR thereat would be transferred to Site C2 of the Main Site. As a result, Site C1 would be developed at a non-domestic PR of 0.59 and Site C2 at domestic/non-domestic PRs of 11.1/1.16, while the domestic/non-domestic PRs for Site A would remain at 8.0/1.0;
- (b) compared with the domestic/non-domestic PRs of 7.5/1.5 generally adopted in the OZPs of Kowloon, the interchangeability tool had been adopted to achieve the overall domestic/non-domestic PRs of 8.0/1.0 in the Scheme, and the corresponding GFAs had been stipulated in the DSP. If there was a need to revise the PR split, there were provisions under the DSP for planning application for minor relaxation of relevant development parameters; and
- (c) in the DSP, the higher BHR of 160mPD for the Main Site was proposed mainly on the consideration of two major design elements: (i) preservation of the existing grid street pattern which rendered the existing elongated street blocks as the only developable portions, and (ii) the creation of a low-rise gateway square in the Eastern Site had transferred a considerable amount of GFA to the Main Site, which inevitably would result in taller buildings. For sites subject to BHRs of 80/100mPD under the OZP, consideration of planning applications for minor relaxation of BHR should be on a case-by-case basis, based on individual merits.

Road Network and Pedestrian Connections

26. Some Members raised the following questions:

- (a) details of the east-west connection between the Main Site and the gateway at Eastern Site, and the possibility of providing underground pedestrian linkage between the two sites;
- (b) details of the north-south connection between the new GIC complex and MTR Sung Wong Toi Station via the Main Site;
- (c) whether there would be any underground pedestrian linkage between the proposed sunken plaza in the KC-015 site and the proposed gateway square in the Eastern Site;
- (d) whether the re-aligned portion of Kai Tak Road/Nga Tsin Wai Road in the Eastern Site would be handed over to the Government;
- (e) whether the existing public road to the Lok Sin Tong site would be closed;
- (f) whether the proposed private street to Billionnaire Avant, which would replace the existing access from public road, would be maintained by URA/developer or handed over to the Government;
- (g) whether the vehicular access to Billionnaire Avant could be put underneath the pedestrianised avenue instead of at-grade in order to maintain a car-free environment for pedestrians; and
- (h) the interpretation of the term 'street fabric'.

27. With the aid of some PowerPoint slides, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) in the Main Site, the 10m-wide building setback along Nga Tsin Wai Road was proposed for pavement widening to improve the east-west pedestrian walkability. In the long term, in the area outside the DSP between the gateway square in Eastern Site and MTR Sung Wong Tai Station exits on Nam Kok Road, an option could be explored to improve the conditions of back lanes and create passageways among buildings with a view to enhancing the east-west connectivity. Regarding the option of providing underground pedestrian connection(s) across the old districts, it would have to overcome the constraints of the existence of intricate underground utilities;
- (b) pedestrian walkways would be provided to link up Mei Tung Estate and Carpenter Road Park with the new GIC complex in the Northern Site and then to the Main Site, leading to the market square. Across the Main Site were landscaped pedestrianised avenues which would lead to the proposed underground connection with MTR Sung Wong Toi Station;
- (c) the proposed sunken plaza in the KC-015 site and the proposed gateway square in the Eastern Site would be integrated at-grade without underground pedestrian connection in order to expedite completion of construction;
- (d) the re-aligned portion of Kai Tak Road/Nga Tsin Wai Road in the Eastern Site would be handed back to the Government;
- (e) a private vehicular access of 4.5m in width would be provided for exclusive use by the Lok Sin Tong site and would not be handed back to the Government;
- (f) the proposed private vehicular access to Billionnaire Avant would be managed and maintained by an agent of the future developer or URA which would be determined at a later stage. Such management and maintenance responsibility would not be shouldered by the residents of Billionnaire Avant;

- (g) the Member's suggestion of providing an underground vehicular access to Billionnaire Avant could be explored at a later stage subject to the views of the Billionnaire Avant's residents and relevant statutory requirements, e.g. health and safety, loading/unloading, etc.; and
- (h) 'street fabric' could be described as a street pattern with appropriate relationship among humans, streets and buildings. This also included streetscapes, squares, landscaping, signage, landmarks, street furniture, special features of historic and cultural significance, etc.

28. On the option of the Government taking possession of the proposed private roads to Billionnaire Avant and the Lok Sin Tong site for management and maintenance as suggested by a Member, Ms Vivian M.F. Lai, DPO/K, responded that this issue could be examined among relevant government departments (e.g. Lands Department, Highways Department, etc.) during the discussion of lease conditions.

Parking Provision

29. Some Members raised the following questions:

- (a) the provision of parking facilities in the area taking into account the proposed development; and
- (b) the scope of providing public vehicle park in the new GIC complex.

30. With the aid of some PowerPoint slides, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) upon completion of the proposed development, the number of public car parking spaces available in the wider area would increase to about 1,300, including existing on-street parking spaces (about 330), public vehicle parking spaces in Site A (of the Main Site) and the KC-015 site (about 660 combined), and Kowloon City Plaza redevelopment (about 400). In addition, about 210 ancillary parking spaces would be provided at the commercial portions of the

Scheme and the URA's project KC-015, and high-end ancillary parking standards under the Hong Kong Planning Standards and Guidelines would be adopted in the residential portions of the Scheme; and

- (b) in the new GIC complex, a three-level basement carpark had already been included and provision of more basement levels would have implications on cost and work programme. Besides, the new GIC complex would be accessible by a footbridge branching off from the Main Site, and more traffic calming measures would be explored with the Transport Department and Highways Department to facilitate pedestrian crossing Carpenter Road at-grade. Provision of underground carparks in Carpenter Road Park and other open-air public spaces had been preliminarily considered with the relevant government departments and could be further studied, taking into account various factors such as the well-being of trees aboveground and the traffic impact associated with the additional parking spaces.

31. In response to a Member's question on how to alleviate the situation of vehicles circulating on roads in search of parking spaces, Ms Vivian M.F. Lai, DPO/K, said that a public vehicle park would be provided in the proposed development to help alleviate the local parking demand. It was equally important to make available the real-time information on unoccupied parking spaces to the public so as to reduce unnecessary journeys on roads and hence vehicular emission. This could be achieved by incorporating suitable conditions under lease, requiring developers to provide real-time parking vacancy information to the Transport Department who would disseminate through their mobile application.

Air Ventilation and Visual Impacts

32. Some Members raised the following questions:

- (a) how the proposed development would improve the air ventilation at pedestrian level taking into account the prevailing winds;
- (b) the scope to improve the visual permeability of the building mass in the Main Site which was rather massive when viewed from the Eastern Site; and

- (c) the impacts of the proposed development on Billionnaire Avant in terms of air ventilation and sunlight.

33. With the aid of some PowerPoint slides, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) appropriate building setbacks and separations would be incorporated into the proposed development to enhance the wind permeability (Drawing 3a of the Paper), including (i) two north-south air corridors of about 18m in width in the form of pedestrianised avenues and (ii) setbacks of about 20m from Carpenter Road in the form of market square, 10m from Nga Tsin Wai Road and 40m from Prince Edward Road East in the form of low-rise gateway square. Under the annual prevailing northeasterly winds, the market square would act as an entrance for wind penetration into the two north-south wind corridors, while the gateway square would allow more wind penetration into the building clusters in the downwind region. Under the annual prevailing easterly winds, there would be air paths (i) from the market square to the gap between residential towers T1 and T2 in the west, (ii) from residential towers T7 and T8 in the east to residential towers T5 and T6 in the west, and (iii) from the gateway square to the building mass in the west and downwash effects would be generated with the proposed buildings blocks. Under the summer prevailing southwesterly winds, wind flow would be enhanced (i) along the 26m-wide building gap from the southwestern quarter to the pedestrianised Nga Tsin Long Road and Billionnaire Avant in the northeast and (ii) across the gateway square to the building clusters to the northeast;
- (b) the design of the building massing had to strike a balance among a host of factors such as view corridor alignments, building setbacks, stepped BH profile, Lion Rock being visible and appropriate building separations from Billionnaire Avant. Members' suggestion of further improving the visual permeability of the proposed development at the Main Site could be considered at the detailed design stage; and

- (c) to address the concerns from Billionnaire Avant, the Scheme had proposed to maintain a 26m-wide building-free corridor extending towards the southwest from the southwest-facing main façade of Billionnaire Avant. Furthermore, appropriate tower-free areas flanking the north and south of Billionnaire Avant were also proposed so as to maintain visual openness, sunlight penetration and wind circulation. These mitigation measures would meet the standards and requirements even more stringent than those under the Buildings Ordinance such as daylight penetration requirements.

Preservation of Local Characters

34. Some Members raised the following questions:

- (a) the details about the preservation of heritage with local historic and cultural values;
- (b) how the local cultural activities could be preserved and enriched in the newly-created places and how the proposed development could retain and enhance the Thai and Chiu-Chow cuisine and culture; and
- (c) whether the three pre-war buildings identified for preservation would be preserved in whole or in part.

35. With the aid of some PowerPoint slides, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) a total of about 11 buildings of historic interest had been identified in KCAA3, three of which were located in the Main Site. Since these 11 buildings were scattered around in KCAA3, the scope of preservation would extend beyond individual buildings to the area covering and around these buildings. Options of reserving ground floor shop space within the DSP area for shops of local characteristics (e.g. seafood products, Chiu-Chow/Thai restaurants, etc.) were under discussion with the relevant parties. Regarding Lee Kee Memorial Dispensary (LKMD), two items of historic significance (i.e. foundation stone

and stela) were found on-site which, together with LKMD, would be relocated to the new GIC complex;

- (b) to preserve the local cultural character, URA would invite the current shop owners to stay within the DSP area upon redevelopment. URA had been liaising with the current business operators to ensure a smooth transition in the interim and eventually accommodate them in the redeveloped DSP area and the URA's project KC-015. In particular, about 40 Chiu-Chow/Thai restaurants and shops would continue to operate within the DSP area upon redevelopment and synergise with the existing Chiu-Chow/Thai businesses in area west of the Eastern Site. The creation of a gateway square in the Eastern Site allowing different kinds of local activities and food festivals to take place could bring vibrancy to the area and reinforce the local character; and
- (c) it was of utmost importance to preserve the character-defining elements of the three selected pre-war buildings. The extent of preservation of the buildings, i.e. in whole or in part, would be subject to further study and appraisal of the interior of the buildings.

36. In response to a Member's question whether the buildings proposed to be preserved could be exempted from GFA calculation, Ms Vivian M.F. Lai, DPO/K, said that it all depended on the nature of adaptive reuse of the buildings. According to the current practice, GIC uses if required by the Government could be exempted from GFA calculation under the Notes of the DSP, whereas retail uses would be counted towards non-domestic GFA.

Provision of GIC and Other Supporting Facilities

37. Some Members raised the following questions:

- (a) the rationale of locating the new GIC complex in the Northern Site;
- (b) the provision of elderly and medical services under the Scheme; and

- (c) the possibility of incorporating GIC facilities in the low-rise commercial development at the Eastern Site.

38. With the aid of some PowerPoint slides, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) the existing Kowloon City Plaza would be redeveloped up to a maximum of 100mPD. Placing the new GIC complex with cascading height profile at the Northern Site would create a smooth transition from the Kowloon City Plaza redevelopment towards the Carpenter Road Park. Also, incorporating sizable openings into the new GIC complex would enhance visual comfort and wind permeability;
- (b) the new GIC complex would provide floor space for upgrading the existing affected health facilities (e.g. Kowloon City Lions Clubs Student Health Service Centre, Kowloon City Elderly Health Centre, Kowloon City & Wong Tai Sin Visiting Health Team, etc.). In addition, a total of about 9,000m² GFA in the new GIC complex would be reserved for additional services provided by various government departments, including Department of Health, Social Welfare Department, etc.; and
- (c) noting the low-rise nature of the proposed commercial block (40mPD) next to the gateway square in the Eastern Site, consideration could be given to incorporating social welfare facilities which would be commensurate with the gateway ambience, as appropriate.

Revitalisation Works outside the DSP Area

39. In response to a Member's question about the future planning of the neighbourhood outside the DSP area between the Main Site and the Eastern Site, Ms Vivian M.F. Lai, DPO/K, with the aid of some PowerPoint slides, replied that the provision of public vehicle park in the Main Site would absorb some of the parking demand in the local area (e.g. the demand for on-street metered parking spaces). On that basis, the URA's Preliminary Planning Framework of KCAA3 (Drawing 2 of the Paper) suggested that for the neighbourhood outside the DSP area,

street revitalisation works could be carried out, e.g. to replace some on-street metered parking spaces by footpath widening and greening, etc.

40. In response to a Member's question about the implications of the Scheme on the existing Carpenter Road Park noting that part of which would be carved out to make way for the new GIC complex, Mr Wilfred C.H. Au, URA, with the aid of some PowerPoint slides, explained that a joint study was being carried out by URA and Leisure and Cultural Services Department (LCSD) on the revitalisation works of the Carpenter Road Park, e.g. facilities to be provided, connection of the park with neighbouring areas (including Mei Tung Estate, Kowloon Walled City Park and the new GIC complex in the Northern Site) and implementation programme, etc. Initial ideas included upgrading the cycle track network and creating an entrance plaza in front of the Kowloon Walled City Park, etc. It should be noted that the revitalisation works were outside the DSP and at their very preliminary stage.

Proposed Amendment to the OZP

41. Members had no question to raise on the proposed amendment to the OZP which was to take forward the decision of the Metro Planning Committee on the s.12A application (No. Y/K10/4) on 9.7.2021.

42. As Members had no further questions to raise, the Chairperson thanked the representatives of PlanD and URA for attending the meeting. They left the meeting at this point.

43. The deliberation session was recorded under confidential cover.

Agenda Item 4

[Open Meeting] [The item was conducted in Cantonese.]

Any Other Business

44. There being no other business, the meeting was closed at 12:00 noon.