

**Minutes of 1314th Meeting of the
Town Planning Board held on 8.3.2024**

Present

Permanent Secretary for Development
(Planning and Lands)
Ms Doris P.L. Ho

Chairperson

Mr Lincoln L.H. Huang

Vice-chairperson

Mr Wilson Y.W. Fung

Mr Stephen L.H. Liu

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Mr K.W. Leung

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Dr Venus Y.H. Lun

Mrs Vivian K.F. Cheung

Mr Vincent K.Y. Ho

Mr Timothy K.W. Ma

Professor Bernadette W.S. Tsui

Chief Traffic Engineer/New Territories West
Transport Department
Ms Carrie K.Y. Leung

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

Assistant Director (Environmental Assessment)
Environmental Protection Department
Mr Terence S.W. Tsang

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

Professor John C.Y. Ng

Professor Jonathan W.C. Wong

Dr Conrad T.C. Wong

Mr Ben S.S. Lui

Mr K.L. Wong

In Attendance

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

Chief Town Planner/Town Planning Board
Ms W.H. Ho (a.m.)
Mr Rico W.K. Tsang (p.m.)

Senior Town Planner/Town Planning Board
Mr Thomas C.S. Yeung (a.m.)
Ms Katherine H.Y. Wong (p.m.)

Agenda Item 1

[Open Meeting]

Confirmation of Minutes of the 1313th Meeting held on 23.2.2024

[The item was conducted in Cantonese.]

1. The Secretary reported that subsequent to circulation of the draft minutes to Members, an amendment to paragraph 49 incorporating a Member's comment as shown on the visualiser was proposed. Members agreed that the minutes of the 1313th meeting held on 23.2.2024 were confirmed with incorporation of the said amendment.

Agenda Item 2

[Open Meeting]

Matter Arising

[This item was conducted in Cantonese.]

Hearing Arrangement for Consideration of Representations on Draft Development Scheme Plan

2. The Secretary reported that the item was to seek Members' agreement on the hearing arrangement for consideration of representations in respect of the draft Urban Renewal Authority Kwun Tong Town Centre – Main Site Development Scheme Plan (DSP) No. S/K14S/URA1/3.

3. The Secretary briefly introduced that on 8.12.2023, the draft DSP was exhibited for public inspection under section 5 of the Town Planning Ordinance. During the two-month exhibition period, 60 valid representations were received. In view of their similar nature, the hearing of all representations was recommended to be considered by the full Town Planning Board (the full Board) collectively in one group. To ensure efficiency of the hearing, a maximum of 10 minutes presentation time would be allotted to each representer in the hearing session. Consideration of the representations by the full Board was tentatively scheduled for April 2024.

4. After deliberation, the Board agreed to the hearing arrangement in paragraph 3 above.

Tuen Mun and Yuen Long West District

Agenda Item 3

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representations in respect of the Draft Tuen Mun Outline Zoning Plan No. S/TM/38

(TPB Paper No. 10960)

[The item was conducted in Cantonese and English.]

5. The Secretary reported that the amendment items on the draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/38 (the draft OZP) mainly involved the rezoning for supporting facilities for a public housing development at San Hing Road and Hong Po Road (the PHD) to be developed by the Hong Kong Housing Authority (HKHA) with the Housing Department (HD) as the executive arm and supported by an engineering feasibility study (EFS) conducted by the Civil Engineering and Development Department (CEDD); as well as taking forward the decision of an agreed section 12A application (No. Y/TM/28) submitted by The Kowloon Motor Bus Company (1933) Limited (KMB) and TM Properties Investment Limited, which were partly owned by Sun Hung Kai Properties Limited (SHK). AECOM Asia Company Limited (AECOM) was one of the consultants of the applicants. Representations had been submitted by Join Smart Limited (R3) (which was a subsidiary of SHK) and Mass Transit Railway Corporation Limited (MTRCL) (R4). The following Members had declared interests on the item:

Mr Andrew C.W. Lai
(as Director of Lands)

- being a member of HKHA;

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

- being a representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and Subsidised Housing Committee of HKHA;

- Dr Conrad T.C. Wong - having current business dealings with HKHA, SHK, AECOM and MTRCL;
- Mr Franklin Yu - being a member of the Building Committee and the Tender Committee of HKHA and his spouse was an employee of SHK;
- Dr C.H. Hau - conducting contract research projects with CEDD; being a member of a focus group of CEDD on the study related to the Kau Yi Chau Artificial Islands; and being an adviser to CEDD on the development of New Territories North;
- Miss Winnie W.M. Ng - being a director of KMB and Long Win Company Limited (Long Win) and SHK having shareholding interests in KMB and Long Win;
- Ms Lilian S.K. Law - being a former executive director and committee member of the Boys' & Girls' Clubs Association of Hong Kong which had received sponsorship from SHK;
- Mr Vincent K.Y. Ho - having current business dealings with SHK and AECOM; and
- Ms Sandy H.Y. Wong - being an independent non-executive director of MTRCL.

6. Members noted that Dr Conrad T.C. Wong, Dr C.H. Hau and Miss Winnie W.M. Ng had tendered apologies for being unable to attend the meeting; and Mr Franklin Yu and Ms Sandy H.Y. Wong had not joined the meeting yet. The interests of Messrs Andrew C.W. Lai and Paul Y.K. Au were direct and they were invited to leave the meeting temporarily for the item. As the interest of Ms Lilian S.K. Law was indirect and Mr Vincent K.Y. Ho had no involvement in the amendment items of the draft OZP, Members agreed that they could stay in

the meeting.

[Messrs Andrew C.W. Lai and Paul Y.K. Au left the meeting temporarily at this point.]

Presentation and Question Sessions

7. The Chairperson said that notifications had been given to the representers inviting them to attend the hearing, but other than those who were present or had indicated that they would attend the hearing, the rest had either indicated not to attend or made no reply. As reasonable notice had been given to the representers, Members agreed to proceed with the hearing of the representations in their absence.

8. The following government representatives, representer and representer's representatives were invited to the meeting at this point:

Government Representatives

Planning Department (PlanD)

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|----------------------|---|
| Mr Raymond H.F. Au | - District Planning Officer/Tuen Mun and Yuen Long West (DPO/TMYLW) |
| Ms L.C. Cheung | - Senior Town Planner/Tuen Mun and Yuen Long West (STP/TMYLW) |
| Ms Ophelia C.M. Wong | - Town Planner/TMYLW |

CEDD

- | | |
|---------------------|-----------------------------------|
| Mr Thomas W.K. Chan | - Chief Engineer/Housing Projects |
| Ms Iris S.F. Leung | - Senior Engineer |

HD

- | | |
|---------------------|---------------------------------|
| Mr Barry T.K. Lam | - Senior Planning Officer (SPO) |
| Mr Gordon H.M. Chan | - Senior Architect |

Representer and Representer's Representatives

R2 – Mary Mulvihill

Ms Mary Mulvihill - Representer

R3 – Join Smart Limited

Mr Ian Brownlee] Representer's Representatives

Mr Benson F.K. Poon]

9. The Chairperson extended a welcome. She then briefly explained the procedures of the hearing. She said that PlanD's representatives would be invited to brief Members on the representations. The representer and representater's representatives would then be invited to make oral submissions. To ensure efficient operation of the hearing, each representer and his/her representative would be allotted 10 minutes for making presentation. There was a timer device to alert the representer and representer's representatives two minutes before the allotted time was to expire, and when the allotted time limit was up. A question and answer (Q&A) session would be held after the representer and representer's representatives had completed their oral submissions. Members could direct their questions to the government representatives or the representer and representer's representatives. After the Q&A session, the government representatives, representer and representer's representatives would be invited to leave the meeting. The Town Planning Board (the Board) would then deliberate on the representations in their absence and inform the representers of the Board's decision in due course.

10. The Chairperson invited PlanD's representatives to brief Members on the representations. With the aid of a PowerPoint presentation, Ms L.C. Cheung, STP/TMYLW, PlanD briefed Members on the representations, including the background of the amendment items on the draft OZP, the grounds/views of the representers, planning assessments and PlanD's views on the representations as detailed in TPB Paper No. 10960 (the Paper). The amendment items were:

- (a) Items A1, A2 and B – rezoning two sites at the upper section of Hong Po Road and the junction of Hong Po Road/Tsing Lun Road and Ng Lau Road from “Green Belt” (“GB”), “Residential (Group E)1” (“R(E)1”) and areas shown as

‘Road’ to “Residential (Group A)28” to form part of the planned San Hing Road and Hong Po Road PHD; and rezoning a site to the west of Ng Lau Road from “R(E)1” to “Government, Institution or Community” (“G/IC”) for a sewage pumping station;

- (b) Items C1 and C2 – rezoning a site in Tuen Mun Area 9 from “Comprehensive Development Area (1)” (“CDA(1)”), “CDA(2)” and an area shown as ‘Road’ to “Commercial (2)” (“C(2)”) to take forward the decision of the Rural and New Town Planning Committee (RNTPC) of the Board on a section 12A application; and rezoning a site adjacent to Ho Tin Light Rail Station from “CDA(1)” to “Open Space” (“O”) to reflect an existing public toilet with ancillary facilities and a planned pet garden; and
- (c) Items D and E – rezoning two sites to the west of Hing Fu Street from “GB” to “G/IC(3)” and “G/IC(4)” respectively to take forward RNTPC’s decisions of two section 12A applications to regularise the existing columbarium use on each of the site.

11. The Chairperson then invited the representer and representer’s representatives to elaborate on their representations.

R3 – Join Smart Limited

12. With the aid of a PowerPoint presentation, Messrs Ian Brownlee and Benson F.K. Poon, R3’s representatives, made the following main points:

- (a) opposed Item A2, where the intention of the “R(A)28” contained only public housing and neglected the merits of integrating private housing development. Since 2014, R3 had made many submissions to the Government to pursue private housing development at their site (R3’s Site) (including a strip of land at the Item A2 Site (the representation site) and a large parcel of land falling within the Lam Tei and Yick Yuen (LTY Y) OZP). While there were approved section 16 applications and approved general building plans (GBP) for private housing development at R3’s Site, the approved scheme could not be

implemented due to the Government's refusal to process the land exchange. The development rights of the private land owners had not been respected as private housing developments had been delayed or stopped short of implementation due to the Government's feasibility study or concept, resulting in a delayed supply of both private and public housing;

- (b) there was overdominance of public housing and a poor social mix in the area. Within 500m radius from R3's Site, there were 27,200 public housing flats versus 670 private housing flats which translated into a ratio of 98:2 of public to private housing flats, which was higher than the Government's target of 70:30. The private housing there would help create a more balanced social mix contributing to the long-term sustainability and vibrancy of the community to avoid the socio-economic problems in the planning and development of Tin Shui Wai New Town, which turned out to be a "City of Sorrow";
- (c) there should be flexibility in the PHD to accommodate private housing. Compared with the scheme approved under the Environmental Impact Assessment (EIA) Ordinance in 2020, four school sites had been removed and a sports centre and a soccer pitch had been added in the current scheme, resulting in a reduction of 1,200 public housing flats. By splitting the soccer pitch into smaller multi-purpose sports facilities, 650 public housing flats and one school currently planned at R3's Site could be relocated to the soccer pitch site, enabling a supply of 1,998 private flats at R3's Site;
- (d) there was an acute demand for private housing. According to the reports of Our Hong Kong Foundation and Jones Lang Lasalle, there would be a decline in private housing supply and could not meet the housing targets. In the area, there was currently only one new private housing scheme, NOVO LAND, which was far from the representation site and no other private housing would be provided in the near future;
- (e) Item A2 restricting the area to only public housing development had deprived the legitimate expectation of developing private housing in the "R(A)" zone. No consideration had been given to an alternative scheme nor comparison on

the benefits of both public and private housing developments. It was suggested that the Explanatory Statement (ES) should be amended to stipulate that the two sites zoned “R(A)28” at San Hing Road and Hong Po Road were intended for public and private housing developments; and

- (f) currently, there were two Judicial Reviews (JRs) against the unfair decisions of a rejected rezoning application for private housing development, and the inappropriate EIA approval process of the public housing development. Challenges through the Courts were not yet completed, while the land resumption was being objected to by R3. Allowing the land exchange to proceed would resolve those issues and 1,998 private housing flats could be provided at R3’s Site.

R2 – Mary Mulvihill

13. With the aid of a visualiser, Ms Mary Mulvihill made the following main points:

- (a) she expressed support to R3 in that having too many public housing developments lumped together would result in a poor social mix. Lesson should be learnt from the poor experiences in the planning and development of Tin Shui Wai New Town;

Items A1, A2 and B

- (b) strong objection to the elimination of the “GB” zone which could provide a buffering function for the PHD along Hong Po Road. The Paper acknowledged significant issues regarding the noise and air pollutants from the traffic;
- (c) about 1,300 trees would be felled for the PHD and 69 trees were within Items A1, A2 and B Sites. The mature trees should be retained and incorporated into the design of the PHD. There was no way that the compensatory trees in the podium of the PHD would provide the same benefits as the existing vegetation. Those trees along the road should be preserved;

- (d) the design of the proposed sewage pumping station as shown on PlanD's PowerPoint presented at the meeting should be brought up earlier for public comment;

Items C1 and C2

- (e) the planning intention of the "C" zone could also be achieved under the original "CDA" zoning with better provision of community facilities. One small social welfare outreach centre for the elderly and a kindergarten to be run on a commercial basis at the site could hardly be considered as a community gain. Moreover, in view of the downward trend of birth rate and the closure of a number of kindergartens, there would be little demand for such facility;
- (f) the concept of "CDA" zoning was to provide a comprehensive planning for the living environment that would include a variety of services and facilities. However, no community services would be provided apart from a public carpark that was small and could not address parking issues in the district. While a small social welfare outreach centre for the elderly was suggested, there were significant shortfalls in community and child care facilities according to the Hong Kong Planning Standards and Guidelines (HKPSG). Besides, there should be a demand for two, not one, district support centres for persons with disabilities (i.e. one for every 280,000 persons and the planned population of Tuen Mun was about 576,000). The "CDA" zoning should be retained until details of the proposed development at the site were available;
- (g) the proposed footbridges would plunge the local streets into darkness and there was no information on how many footbridges would be built apart from the one connecting to the MTR station;
- (h) full details of the approved section 12A application should be made available to the general public, who were not familiar with the town planning process and had no clue to access information on the original application;

- (i) the pet garden proposed in Item C2 was in effect a pet toilet contributing nothing to the streetscape. It was not in line with the planning intention of the “O” zone;

Items D and E

- (j) strong objections to these two items. No history of religious use at the sites could be found. It was very clear that the ultimate intention of the applicants was to transform the entire area, step by step, into a large columbarium. All four similar applications (No. Y/TM/23, 24, 25 and 26) had the same format and wording, and had similar development timeframe. Members should assess the cumulative impact of all applications and the clear intention to expand operation in the area should not be overlooked; and
- (k) the online worship was clearly infeasible as there was no point of buying a niche if nobody could visit. The cumulative impact of the four applications would result in traffic chaos on the festival dates. The applications stated that parking was available at the adjacent parking lots, which might not be approved uses or were illegal operations. The Transport Department had not addressed the issue on the legality of the parking lots.

14. As the presentations of PlanD’s representative, presenter and presenter’s representatives had been completed, the meeting proceeded to the Q&A session. The Chairperson explained that Members would raise questions to the presenter and presenter’s representatives and/or the government representatives. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board nor for cross-examination between parties.

Items A1, A2 and B - Supporting Facilities for the PHD

The PHD and Proposal for Private Housing Development

15. Some Members raised the following questions to the government representatives:
- (a) the relationship between Item A2 Site, R3’s Site and the representation site;

- (b) whether any figure on the ratio of public to private housing in a larger geographical area than that provided by R3 was available for reference;
- (c) whether the soccer pitch could be split into smaller multi-purpose sports facilities as proposed by R3 and the demand for such facilities in the area;
- (d) the timeline for the development of the PHD and the proposed private housing development;
- (e) the site selection criteria for the PHD;
- (f) noting that R3 had submitted representation objecting to the proposed amendment for the PHD on the LTYO OZP, the reasons of not upholding the representation; and
- (g) noting that the PHD site was subject to JRs, what implications of the JRs on the current amendments would be.

16. In response, Mr Raymond H.F. Au, DPO/TMYLW, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) the PHD at San Hing Road and Hong Po Road mainly fell within the LTYO OZP with a small portion on the Tuen Mun OZP. Item A2 Site, which formed a small part of the PHD, was mainly reserved for a proposed public transport interchange (PTI). Similarly, R3's Site mainly fell within the LTYO OZP (about 91.4%) with a small portion on the Tuen Mun OZP. As shown on Plan H-6 of the Paper, the representation site was the area of the R3's Site overlapping within the Item A2 Site (i.e. the red hatched area);
- (b) according to the 2021 Population Census, the ratio of public to private housing flats in the Tuen Mun district was about 53:47, which had yet to reach the target of 70:30 as promulgated in the Long Term Housing Strategy. In general, the public to private housing supply ratio was usually calculated on a larger

geographical basis such as a new development area or a district level. There was no information currently at hand on such figure for a smaller geographical extent;

- (c) in view of the latest requirements of the concerned departments, four originally planned school sites were released and opportunities had been taken to incorporate other GIC facilities in need into the PHD. As such, a sports centre and an 11-a-side soccer pitch were incorporated. According to HKPSG's standard of 1 per 100,000 persons for an 11-a-side soccer pitch, seven soccer pitches were required in the Tuen Mun district for a planned population of about 700,000. However, there were only three existing soccer pitches, namely, Tuen Mun Tang Shiu Kin Sports Ground, Wu Shan Recreation Playground and Siu Lun Sports Ground, and one planned in Tuen Mun Area 16, all of which were located in the southern or central part of Tuen Mun. Thus, the soccer pitch proposed in the PHD could help meet such need in the northern part of Tuen Mun;
- (d) major part of the PHD site was previously zoned "R(E)" with a maximum plot ratio (PR) of 1.0 on the LTYO OZP. Three section 16 applications for private housing developments within the development area of the PHD, including two applications (No. A/TM-LTYO/273 and 381) submitted by R3 and an application (No. A/TM-LTYO/337) submitted by another party, were approved. A section 12A application (No. Y/TM-LTYO/8) straddling the LTYO and TM OZPs submitted by R3 was rejected. Subsequently, the concerned areas were rezoned to "R(A)" with a maximum PR of 6.5 on the LTYO OZP to facilitate the PHD in 2022;
- (e) the PHD site was mainly occupied by brownfield operations which were of low land utilisation efficiency and posed adverse environmental impacts on the adjacent areas. In addition, as the site was situated at the northern fringe of Tuen Mun New Town with proper transport facilities, it was considered suitable for the PHD;
- (f) according to the EFS, the concerned site was suitable for public housing

development with support of technical assessments. R3's adverse representation in respect of the LTYO OZP was not upheld as there was a clear planning intention for the PHD in a holistic manner. Carving out R3's Site from the PHD site would affect the integrity of the layout and the development programme of the PHD; and

- (g) R3 filed an application to the Court of First Instance (CFI) for JR on the Board's decision in July 2020 not to agree to the section 12A application (No. Y/TM-LTYO/8) and the JR was dismissed by CFI on 15.9.2021. R3 filed the Notice of Appeal against CFI's decision on 12.10.2021. R3 also filed a Notice of Appeal against CFI's decision on dismissing its JR against approving the EIA for the PHD. The two appeals would be heard in conjunction by the Court of Appeal of High Court in September 2024. If the appeals were allowed, the Court of Appeal might refer the section 12A application to the Board for reconsideration.

17. Some Members raised the following questions to R3's representatives:

- (a) noting that the representation site was small, the implication of carving out the area from the private housing development;
- (b) the justifications and merits for replacing the public housing by private housing development; and
- (c) any study on the feasibility of relocating the school and public housing flats to facilitate private housing development had been conducted.

18. In response, Messrs Ian Brownlee and Benson F.K. Poon, R3's representatives, with the aid of some PowerPoint slides, made the following main points:

- (a) it was R3's intention to have private housing development at their site with a PR of 6.5. Carving out the representation site from the development scheme would affect the integrity and design of the whole development;

- (b) incorporating private housing amid the public housing developments in the area would help create a better social mix and provide more diversified facilities for the people living there, such as a central plaza, day care centre and retail facilities; and
- (c) given that there was a change in the design and layout, as well as flat production in the PHD, there was opportunity to incorporate the private housing development into the revised scheme. In particular, the housing block providing 650 flats and the school originally planned at R3's Site could be easily relocated to the soccer pitch site. The proposed private housing development would not adversely affect the overall capacity in the area. Besides, as GBP approval had been obtained from the Building Authority, the proposed private housing development could be proceeded as soon as the land exchange was approved by the Government.

19. In response to a Member's follow-up question on whether the private open space in the private housing scheme would be open for public enjoyment, Mr Benson F.K. Poon, R3's representative, said that the central plaza, which was located on ground floor acting as a corridor connecting with the surrounding areas, would be open to the general public. However, there was no information on whether the central plaza would be open 24 hours a day at hand.

20. A Member asked the possibility of revising the PHD scheme to exclude R3's Site. In response, Mr Raymond H.F. Au, DPO/TMYLW, PlanD said that carving out R3's Site from the PHD site for proposed private housing development would necessitate a review of the layout and the technical assessments, which would inevitably affect the development programme of the PHD. Moreover, R3 had not provided any technical assessments to support their proposal.

21. In response to the Chairperson's enquiry regarding the 10-year housing programme, Mr Raymond H.F. Au, DPO/TMYLW, PlanD said that the PHD fell within the 10-year housing programme and was targeted for completion in 2031/32 and 2033/34 by phases. The delay of the PHD would affect the public housing supply in the next 10 years.

Tree Preservation

22. In response to a Member's enquiry on the trees identified in the Items A1, A2 and B Sites, Mr Raymond H.F. Au, DPO/TMYLW, PlanD said that according to the approved EIA, about 1,300 trees within the entire PHD site with about 69 trees located on the Items A1, A2 and B Sites would be in conflict with the PHD and were proposed to be felled. To compensate for the loss of greenery, a compensatory ratio of 1:1 was proposed to be implemented at the PHD and its vicinity as far as practicable. Moreover, majority of the species recorded were common species in Hong Kong and no registered Old and Valuable Trees were identified. Detailed tree preservation, removal and compensatory planting would be further considered at the detailed design stage.

Housing Mix

23. Remarking that a ratio of 7:3 for public rental housing and subsidised sale, e.g. home ownership scheme, flats would generally be adopted in public housing projects, the Chairperson enquired if such established practice would be adopted in the subject PHD. In response, Mr Barry T.K. Lam, SPO, HD said that the ratio of public rental/subsidised sale flats would be determined by HKHA at the detailed design stage.

Shortfall in Community Facilities

24. A Member asked how the shortfall of community facilities, such as child care centre, could be addressed. Mr Raymond H.F. Au, DPO/TMYLW, PlanD responded that the Social Welfare Department (SWD) had adopted a multi-pronged approach to identify suitable sites/premises in new public and/or private housing developments for social welfare facilities. It was understood that a Multi-disciplinary Outreaching Support Team for the Elderly as requested by SWD would be accommodated at the Item C1 Site. More social welfare facilities, might be incorporated at the lease modification stage upon further consultation with SWD.

25. In response to the Chairperson's enquiry, Mr Raymond H.F. Au, DPO/TMYLW, PlanD said that 5% of the total domestic gross floor area (GFA) in future public housing projects would be set aside for the provision of social welfare facilities. For the PHD, social welfare facilities for the elderly, child care, youth and rehabilitation services would be provided.

Items D and E - Columbarium Sites

26. Two Members asked if the cumulative impact of the columbarium uses in the area had been assessed. Mr Raymond H.F. Au, DPO/TMYLW, PlanD responded that there were four section 12A applications for columbarium uses in the area. Three were agreed by RNTPC and one was under processing. To meet the licensing requirement, section 12A applications had to be submitted to the Board to regularise the columbarium use on each of the site. For the subject two columbaria, the applicants had proposed traffic and crowd management measures including closing the columbaria on festival days and 14 calendar days before and after, and adopting a visit-by-appointment arrangement. Besides, no on-site parking space would be provided for visitors, except for those with the needs with prior permission and an electronic platform was proposed to provide worship, reminiscence and remembrance activities for further reducing the number of visitors to the columbaria. The applicants had assessed the cumulative traffic impacts arising from the columbarium developments in the locality. With the implementation of the proposed traffic and crowd management measures, adverse traffic impact was not anticipated. Relevant technical assessments under the applications had demonstrated that the proposals were feasible and relevant government departments had no objection to/no adverse comment on the applications from various aspects.

27. As Members had no further questions to raise, the Chairperson said that the hearing procedures for the presentation and Q&A sessions had been completed. The Board would further deliberate on the representations in closed meeting and inform the representers of the Board's decision in due course. The Chairperson thanked the representer and representer's representatives and the government's representatives for attending the meeting. They left the meeting at this point.

[The meeting was adjourned for a 15-minute break.]

Deliberation Session

28. Members noted that the Vice-chairperson and Mr Timothy K.W. Ma were past members of the Private Columbaria Appeal Board. As their interests were indirect, Members agreed that they could stay in the meeting and participate in the discussion.

29. Members generally agreed that Items A1, A2 and B, which formed part of a large PHD and covered parts of two proposed PTIs and a sewage pumping station within the Tuen Mun OZP, were acceptable. The Chairperson and some Members expressed the following views and observations:

- (a) it was noted that the housing mix in Tuen Mun was not dominated by public housing developments. It would be helpful if more figures on the ratio of public to private housing flats in different geographical extents could be provided for reference;
- (b) the proposed private housing development amid public housing developments with potential wall effect might not be desirable. Although R3's representatives claimed that the central plaza would be open to the public, the accessibility of private open spaces was always problematic. Moreover, R3 had not provided sufficient technical justifications to support their proposal;
- (c) while the term 'social mix' was used during the hearing, 'housing mix' might be more accurate to describe the provision of different housing types to meet the housing needs of the local residents. For example, a good 'housing mix' could provide an inclusive housing ladder with more choices to the society; and
- (d) while the lesson in the planning and development of Tin Shui Wai New Town should not be overlooked, the proposed PHD was different from that of Tin Shui Wai given the great improvements in transport facilities such that job opportunities could be accessed easily. Job accessibility should be a major consideration for large-scale public housing developments, in particular in the early planning stage.

30. The Chairperson remarked that new job opportunities, including about 150,000 employment places ranging from office type, daily services to logistics work, etc., would be provided in the Hung Shui Kui/Ha Tsuen New Development Area, which was close to the PHD.

31. A Member asked why GBP with a PR of 6.5 had been approved for private housing

development at R3's Site. In response, the Secretary clarified that the GBP were submitted by R3 after the concerned area on the LTYO OZP was rezoned to "R(A)" with a maximum PR of 6.5. According to the Notes of the OZP, 'Flat' use was always permitted within the "R(A)" zone. The intention for public housing development was incorporated in the ES, which did not form part of the statutory OZP. As the proposed private development conformed with the statutory zoning and development restrictions under the LTYO OZP, PlanD could not raise objection to the GBP from statutory planning point of view. However, as the proposed private housing development was not in line with the planning intention for public housing development in the concerned area, the land exchange application submitted by R3 was subsequently rejected by the Lands Department.

32. In response to a Member's suggestion to speed up the land resumption process, the Chairperson said that proposal for resumption of land for PHD was gazetted in January 2024.

33. In response to a Member's question on why the number of flats in the PHD was reduced but the PR remained unchanged as pointed out in R3's presentation, the Secretary said that the change in flat number was due to the change in the assumption of flat size, with the overall PR/GFA of the PHD remained the same.

34. Members also agreed to Items C1, C2, D and E, which were to reflect the approved section 12A applications to facilitate a commercial development and to regularise the existing columbaria with support of technical assessments.

35. The Chairperson concluded that Members generally supported the OZP amendments and agreed that the OZP should not be amended to meet the adverse representations. All grounds of the representations had been addressed by the departmental responses as detailed in the Paper and the presentations and responses made by the government representatives at the meeting.

36. After deliberation, the Town Planning Board (the Board) noted the supportive views of **R1** and the views of **R4** and decided not to uphold R2 and R3 and agreed that the draft Tuen Mun Outline Zoning Plan (OZP) should not be amended to meet the representations for the following reasons:

“Items A1 and A2

- (a) the Government has been adopting a multi-pronged approach to make available sufficient supply of housing land progressively to meet the acute demand for housing, including carrying out various land use reviews on an on-going basis. The representation sites which form part of the San Hing Road and Hong Po Road public housing development are located at the fringe of Tuen Mun New Town with existing public roads and supporting infrastructural facilities. It is considered appropriate for rezoning the representation sites for residential use with a view to increasing housing land supply **(R2)**;
- (b) an Engineering Feasibility Study (EFS) with Environmental Impact Assessment under the Environmental Impact Assessment Ordinance and other technical assessments on the potential impacts has been conducted and confirmed that there is no insurmountable technical problem in developing the representation sites for public housing development. Detailed tree preservation, removal and compensatory planting proposals will be further considered at the detailed design stage **(R2)**;
- (c) the statutory plan-making process for the major portion of the San Hing Road and Hong Po Road public housing site which falls within the Lam Tei and Yick Yuen (LTY Y) OZP has been completed and the approved LTY Y OZP was published in 2022 **(R2 and R3)**;
- (d) the “Residential (Group A)” zone is intended to facilitate comprehensive public housing development to meet the acute demand for public housing, which is in-line with the Government’s prevailing housing policy. The proposal to use part of the Item A2 Site for private housing development would induce a substantial review on the development layout and associated technical assessments, resulting in a delay of the implementation programme of the planned public housing development. There is no strong planning justification for amending the Explanatory Statement of the OZP to meet the representers’ proposal **(R3)**;

Item B

- (e) an EFS has been conducted and confirmed that there is no insurmountable technical problem in developing the representation site for sewage pumping station. It is considered appropriate for rezoning the representation site for the sewage pumping station in support of the planned public housing development. The design of the proposed sewage pumping station will be further considered at the detailed design stage (**R2**);

Item C1

- (f) Item C1 is to take forward the decision of the Rural and New Town Planning Committee (RNTPC) on the agreed section 12A application No. Y/TM/28 for commercial development with public car park, social welfare facility, footbridges and open space. The technical assessments undertaken by the applicant have demonstrated that the development proposal is feasible and sustainable in technical and infrastructural terms and visually compatible with the surrounding developments. It is considered appropriate to zone the site as “Commercial (2)” to facilitate early redevelopment of the site to commercial use and gradual revitalisation of the area (**R2**);
- (g) the operation of kindergartens in Hong Kong is market-driven. The provision of kindergarten will be further reviewed at the detailed design stage (**R2**);
- (h) the established practice for conducting both statutory and administrative public consultation has been followed during the process of the section 12A application and the publication of the draft Tuen Mun OZP (**R2**);

Item C2

- (i) the planning intention of the “Open Space” (“O”) zone is intended primarily for the provision of outdoor open-air public space for active and/or passive

recreational uses serving the needs of local residents as well as the general public. It is considered appropriate to zone the site as “O” to reflect the planned pet garden use and the as-built condition (**R2**); and

Items D and E

- (j) Items D and E are to take forward the decisions of the RNTPC on two agreed section 12A applications No. Y/TM/25 and 26 to regularise the existing columbarium use on each of the site. The technical assessments undertaken by the applicants have demonstrated that, with the implementation of the proposed traffic and crowd management measures, the columbarium use would not have significant traffic impact on the surroundings. Future operation of the columbaria would be subject to licencing requirements under the Private Columbaria Ordinance (**R2**).”

37. The Board also agreed that the draft OZP, together with its Notes and updated Explanatory Statement, was suitable for submission under section 8(1)(a) of the Town Planning Ordinance to the Chief Executive in Council for approval.

Kowloon District

Agenda Item 4

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representations in respect of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/25
(TPB Paper No. 10961)

[The item was conducted in Cantonese and English.]

38. The Secretary reported that the amendment items to the draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/25 (the draft OZP) mainly involved rezoning a site to the west of Lai Yip Street (LYS) which was supported by the Technical Study on the LYS Site in Kowloon East (the Study) commissioned by the Energizing Kowloon East Office (EKEO)

of the Development Bureau. Ho & Partners Architects Engineers & Development Consultants Limited (HPA) was one of the consultants of the Study. The Chairperson and the following Member had declared interests on the item:

Ms Doris P.L. Ho - the Works Branch of her policy bureau
(as Permanent Secretary for commissioned the Study; and
Development (Planning &
Lands))

Dr Conrad T.C. Wong - having past business dealings with HPA.

39. Members noted that Dr Conrad T.C. Wong had tendered an apology for being unable to attend the meeting. As Ms Doris P.L. Ho had no involvement in managing the Study, Members agreed that she could continue the chairmanship of the item.

[Mr Franklin Yu joined the meeting at this point.]

Presentation and Question Sessions

40. The following government representatives, representer and representer's representative were invited to the meeting at this point:

Government Representatives

Planning Department (PlanD)

Ms Vivian M.F. Lai - District Planning Officer/Kolwoon (DPO/K)
Mr Steven Y.H. Siu - Senior Town Planner/Kowloon (STP/K)
Ms Charlotte P.S. Ng - Town Planner/Kowloon

EKEO

Ms Paulina Y.L. Kwan - Senior Place Making Manager
Mr W.K. Li - Place Making Manager

Representer and Representer's Representative

R1 – Worldwide Cruise Terminals (Hong Kong) Limited

Mr Jeffrey Cowne Bent - Representer's Representative

R2 – Mary Mulvihill

Ms Mary Mulvihill - Representer

41. The Chairperson extended a welcome. She then briefly explained the procedures of the hearing. She said that PlanD's representatives would be invited to brief Members on the representations. The representer and representer's representative would then be invited to make oral submissions. To ensure efficient operation of the hearing, each representer and his/her representative would be allotted 10 minutes for making presentation. There was a timer device to alert the representer and representer's representative two minutes before the allotted time was to expire, and when the allotted time limit was up. A question and answer (Q&A) session would be held after the representer and representer's representative had completed their oral submissions. Members could direct their questions to the government representatives or the representer and representer's representative. After the Q&A session, the government representatives, representer and representer's representative would be invited to leave the meeting. The Town Planning Board (the Board) would then deliberate on the representations in their absence and inform the representers of the Board's decision in due course.

42. The Chairperson invited PlanD's representatives to brief Members on the representations. With the aid of a PowerPoint presentation, Mr Steven Y.H. Siu, STP/K, PlanD briefed Members on the representations, including the background of the amendments on the draft OZP, the grounds/views of the representers, planning assessments and PlanD's views on the representations as detailed in TPB Paper No. 10961 (the Paper). The main amendment items were:

- (a) Items A1 and A2 – rezoning a site to the west of LYS (the LYS Site) from “Government, Institution or Community (1)” (“G/IC(1)”), “Open Space” (“O”) and areas shown as ‘Road’ to “Commercial (1)” (“C(1)”) for commercial uses (including flexibility for provision of arts, culture and creative industries uses);

and rezoning a residual strip of land to the north of Hoi Bun Road from “G/IC(1)” and “C(1)” to an area shown as ‘Road’; and

- (b) Items B, C1, C2 and D – rezoning three completed developments, which were known as The Millennity at 98 How Ming Street; Park Metropolitan and the Kwun Tong Community Health Centre Building at 8 Yuet Wah Street; and Yee On Street Market to suitable zonings to reflect their as-built conditions.

[Messrs Andrew C.W. Lai and Paul Y.K. Au rejoined the meeting during PlanD’s presentation.]

43. The Chairperson then invited the representer and representer’s representative to elaborate on their representations.

R1 – Worldwide Cruise Terminals (Hong Kong) Limited

44. Mr Jeffrey Cowne Bent, R1’s representative, made the following main points:

- (a) reserving space at the LYS Site for a pedestrian connection to link up Kai Tak and Kwun Tong Business Area (KTBA) was welcome. It was hoped that the connection could be provided soon; and
- (b) if it was going to take a long time to realise the connection via the LYS Site, there was a kaito ferry operator who could make the same connection across the typhoon shelter during the interim. If landing steps at the Kwun Tong Promenade near LYS were provided, a kaito ferry service could start immediately with minimal cost involved. The kaito ferry service would not necessarily conflict with the future pedestrian connection.

R2 – Mary Mulvihill

45. With the aid of a visualiser, Ms Mary Mulvihill made the following main points:

Items A1 and A2

- (a) the proposed development would replace the existing low-rise developments with a high-rise building, which would create a monotonous wall effect that would eliminate the occasional view of the sky and throw streets into shadow for most of the day. The claimed compatibility with the existing urban fabric was in terms of wall effect instead of providing some variation to the uniform monotonous developments to create a more interesting visual context and add character to the district. This was incongruous with the urban design guidelines;
- (b) “G/IC” sites would not only provide important breathing space and visual relief in crowded districts, but also reserve land for the future provision of government, institution and community (GIC) facilities to serve the needs of the local residents and/or the wider district, region or the territory. However, the elimination of the “G/IC” site in the zoning amendment would undermine the provision of community services to meet the emerging needs in the district;
- (c) incorporating arts and cultural elements in the proposed development was merely to justify the change of zoning, shifting away the community’s focus. There was no guarantee that such facilities would eventually be provided. While it was stated in the Paper that such uses could be realised in various forms, including retail and food and beverage (F&B), the future F&B uses would not be affordable as compared to the existing Cooked Food Hawker Bazaar;
- (d) no information was provided regarding how many existing trees at the LYS Site would be affected. No compensatory planting was suggested in the setback areas;
- (e) while it was claimed that retail/F&B frontage along Hoi Bun Road would enhance vibrancy and vitality of the waterfront, there were already too many shops in the district. Besides, it was not uncommon that the proposed corner splay would not be implemented under some excuses;

- (f) while the nearby Hoi Bun Road Park was quoted as a justification for this rezoning, it should be noted that a large portion of the park would be under construction by the Drainage Services Department in the near future. Besides, there was deficit in district open space provision in the district;

Item B

- (g) the inclusion of this item in the OZP amendment was premature. The commercial development was not yet open and there was no idea on whether the promised facilities would be delivered. This item should be withheld until the development was fully completed; and

Item D

- (h) objection to the amendment as building height restriction was not incorporated. The “O” zoning should not be amended in order to provide some protection to the amenity of the site and to ensure that the public could express views in case high-rise development was proposed at the site.

46. As the presentations of PlanD’s representative, representer and representer’s representative had been completed, the meeting proceeded to the Q&A session. The Chairperson explained that Members would raise questions to the representer and representer’s representative and/or the government representatives. The Q&A session should not be taken as an occasion for the attendees to direct questions to the Board nor for cross-examination between parties.

Items A1 and A2 - Proposed Commercial/Office (C/O) Development at the LYS Site

Arts, Culture and Creative Industries (ACC) and related uses

47. Some Members raised the following questions:

- (a) noting that a minimum gross floor area (GFA) of 3,600 m² would be required for the provision of ACC/retail/F&B uses in the proposed C/O development,

details of the ACC uses and whether a ratio on the ACC uses would be specified;
and

- (b) how to define ACC uses.

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

- (a) according to the Study, ACC uses could be art centre, art gallery, cultural complex, venue for performances and theatrical entertainment, etc. The planning intention was to create a synergy effect with the ACC uses at the nearby “Fly the Flyover” sites and to enhance the vitality of the harbourfront. It was stipulated in the Explanatory Statement of the draft OZP that a GFA of not less than 3,600m² for ACC/retail/F&B uses should be provided at the LYS Site. There was no further subdivision in GFA specifically for ACC, retail or F&B uses in order to allow flexibility for the market to create synergy and vibrancy for the location. While the intention for the provision of ACC uses at the LYS Site would be incorporated into the lease, more flexibility should be provided to the market as ACC uses could be integrated with retail/F&B facilities. Details of relevant lease conditions would be subject to the views of relevant government bureaux/departments (B/Ds) and the market situation; and
- (b) given that it was a pilot scheme to incorporate ACC uses in a C/O development, detailed requirements on such uses would be discussed and determined by relevant B/Ds during the formulation of the land sale documents. Reference might be made to one of the options under the existing revitalisation scheme for industrial buildings (i.e. the new Industrial Building Revitalisation Scheme) in that the land owner was required to reserve certain percentage of floor areas for specified uses, including arts and cultural related uses.

49. In response to a Member’s question regarding lease restrictions on arts and cultural uses in commercial sites, Mr Andrew C.W. Lai, Director of Lands said that according to the established practice, the user clause for commercial sites was either ‘non-residential’ or ‘non-industrial (excluding residential)’ to allow greater flexibility. Should there be requirements

from relevant B/Ds on the provision of certain uses such as arts and cultural uses, a specific minimum GFA on the required facilities would be incorporated in the lease to make sure that such facilities would be provided accordingly. For most of the leases for commercial sites, there was generally no restriction on commercial activities (e.g. exhibition or bazaar activities) within the commercial floor areas. Application for waiver was required only if such activities were organised in areas involving public spaces.

Internal Public Passage and Pedestrian Connections

50. Some Members raised the following questions:

- (a) details of the pedestrian connection linking up Kai Tak and KTBA and the linkage requirements within the LYS Site;
- (b) the requirements on the width of the internal public passage at the LYS Site and whether the width was sufficient for pedestrian circulation;
- (c) given that the LYS Site would become a major linkage with the proposed traveller network, how the design of the pedestrian facilities at the LYS Site, including the pedestrian crossing, internal public passage and footpaths, could cater for the large pedestrian flow in the future;
- (d) whether the requirements for the internal public passage would be incorporated into the lease and whether other uses would be allowed in the internal public passage; and
- (e) development programme for the traveller network linking up Kai Tak and KTBA.

51. In response, Ms Vivian M.F. Lai, DPO/K, PlanD and Mr Steven Y.H. Siu, STP/K, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) according to CEDD's Detailed Feasibility Study for Environmentally Friendly Linkage System (EFLS) for Kowloon East, a "multi-modal" EFLS was

proposed, including a traveller network to link up the former runway of Kai Tak, the Kowloon Bay Action Area and the Kwun Tong Action Area. In view of that, footbridge connections to the proposed traveller network would need to be provided at the LYS Site. Two openings on 1/F would be required as part of the proposed C/O development to facilitate the provision of a barrier-free internal public passageway at the LYS Site;

- (b) as the proposed footbridge would pass underneath Kwun Tong By-pass, the openings at the LYS Site would be provided on 1/F and the width of the internal public passageway was 5.5m as shown on plans. While the width was considered appropriate to provide an acceptable level of service at the current stage, it could be adjusted should more detailed studies be available in future;
- (c) according to the Study, 24-hour internal public passageway and barrier-free access to the street level would be provided within the LYS Site. Building setbacks at Hoi Bun Road, LYS and Wai Yip Street would widen the footpaths to provide a comfortable walking environment;
- (d) detailed requirements for the internal public passageway (e.g. location, width, level, etc.) would be incorporated into the lease in accordance with the prevailing policies and departmental requirements. In general, other uses would not be allowed in the area designated for internal public passageway; and
- (e) CEDD's "multi-modal" EFLS study, which commenced in 2022, was still on-going. The stakeholders and the public would be consulted on the design of the traveller network in due course. Apart from the traveller network, EKEO was also undertaking other studies with a view to improving the pedestrian environment in KTBA.

52. In response to the Chairperson's question, Ms Vivian M.F. Lai, DPO/K, PlanD said that according to the 2023 Policy Address, a new smart and green transit would be constructed in East Kowloon and Kai Tak, with the latter running from Kai Tak MTR Station to the north apron area/cruise terminal, with an interchange to the traveller network. Due consideration would be

given to the design of the traveller with a view to providing a barrier-free pedestrian walking environment.

Others

53. Some Members raised the following questions:

- (a) comments received from the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (the Task Force) and how they were incorporated in the design of the LYS Site;
- (b) whether the design of the vehicle ingress/egress was viable given that two openings for vehicle ingress/egress would be provided around a corner and manoeuvring spaces within the small building footprint would be required for basement carpark; and
- (c) information on the demand and supply of eating places in Kwun Tong in view of the LYS Cooked Food Hawker Bazaar not being reprovisioned.

54. In response, Mr Steven Y.H. Siu, STP/K, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) the Task Force suggested reviewing the pedestrian connectivity of the LYS Site in view of its strategic location. Besides, the vehicular ingress was suggested to be relocated from Hoi Bun Road to LYS to promote vibrancy along the waterfront;
- (b) according to the swept path analysis in the traffic impact assessment, the vehicular ingress/egress were technically feasible for the provision of basement carpark at the LYS Site. Nevertheless, the current proposal was an indicative scheme and there was room for the future developer to refine the design; and
- (c) according to the statistics provided by the Food and Environmental Hygiene Department, the occupancy rate of the LYS Cooked Food Hawker Bazaar was

only about 30% prior to its closure in September 2023. During the transformation of KTBA, a large variety of F&B facilities had been provided in the commercial developments to cater for the needs of local workers. As the supply of F&B facilities was market driven, no specific requirement on such facilities, e.g. maximum GFA, would be imposed for the future development at the LYS Site.

55. As Members had no further questions to raise, the Chairperson said that the hearing procedures for the presentation and Q&A sessions had been completed. The Board would further deliberate on the representations in closed meeting and inform the representers of the Board's decision in due course. The Chairperson thanked the representer and representer's representative and the government's representatives for attending the meeting. They left the meeting at this point.

[Ms Sandy H.Y. Wong joined and Mr Daniel K.S. Lau left the meeting during the Q&A session.]

Deliberation Session

56. The Secretary reported that a Member expressed support to PlanD's recommendations before leaving the meeting.

57. Members generally supported the rezoning at the LYS Site (Items A1 and A2) and expressed the following views/suggestions:

- (a) the attempt to incorporate ACC uses into commercial developments was supported. Adding ACC elements to commercial developments would help provide more attractions, especially for sites located in tourism nodes. More flexibility should be given to the provision of ACC uses under the lease without being overly prescriptive on the type and location of the facilities. Given that ACC uses were wide ranging, the exclusion of cinema and movie theatre, which could also contribute to ACC development, from the list of permissible ACC uses should be reviewed;
- (b) replacing under-utilised GIC uses with more gainful uses such as commercial

uses was supported. A large variety of F&B facilities should be provided in KTBA to cater for the different needs of local workers;

- (c) for the internal public passageway linking up the traveller network between Kai Tak and KTBA, more flexibility should be given to the design under the lease, e.g. the alignment and integration with ACC uses. Adequate width should be provided to ensure a comfortable walking environment to cater for the anticipated large pedestrian flow in future;
- (d) given the small size of the LYS Site with an elongated shape, vehicular access points should be designed with care, taking into account a pleasant walking environment along Hoi Bun Road and the manoeuvring spaces for vehicles; and
- (e) implementation of the traveller network between Kai Tak and KTBA should be expedited with a view to improving the accessibility of the Kai Tak Cruise Terminal. Interim measures such as providing landing steps for kaito ferry services should be considered.

58. Members also agreed to the other amendments (Items B, C1, C2 and D) to reflect the as-built conditions.

59. The Chairperson concluded that Members generally supported the OZP amendments and agreed that the OZP should not be amended to meet the adverse representation, and that all grounds and proposals of the representations had been addressed by the departmental responses as detailed in the Paper and the presentations and responses made by the government representatives at the meeting. Members' views and suggestions would be reflected in the minutes of the meeting and conveyed by PlanD to relevant B/Ds for consideration.

60. After deliberation, the Town Planning Board (the Board) noted the supportive views of **R1** and the views of **R2(part)**, and decided not to uphold the adverse representation of **R2(part)** and agreed that the draft Kwun Tong (South) Outline Zoning Plan (OZP) should not be amended to meet the representation for the following reasons:

“Items A1 and A2

Proposed Commercial Development at the Lai Yip Street (LYS) Site

- (a) the “Commercial (1)” zoning is considered appropriate as commercial uses at the LYS Site would contribute towards the transformation of the Kwun Tong Business Area (KTBA) into the second core business district, create synergy with the emerging arts, culture and creative industries character in the vicinity and bring vibrancy to the waterfront area;
- (b) the planned government, institution and community (GIC) and open space facilities are generally sufficient to meet the demand of the planned population in the K14S Planning Scheme Area in accordance with the Hong Kong Planning Standards and Guidelines and assessments of relevant government bureaux/departments. The Government will continue to adopt a multi-pronged approach to further enhance the provision of GIC to serve the district needs;

Building Height, Visual Impact and Air Ventilation Aspects

- (c) the building height restriction (BHR) of 100mPD is in line with the BHR currently imposed for other waterfront sites in KTBA and would allow stepped building height profile descending from the inland area to the waterfront. Various technical assessments have been conducted under the Technical Study on the LYS Site in Kowloon East, which confirmed that there would be no insurmountable visual and air ventilation impacts arising from the proposed commercial/office (C/O) development;

Landscape Aspect

- (d) there is no registered Old and Valuable Trees/Tree of Particular Interest at the LYS Site. Requirements on road side amenity planting and landscape/greenery for the proposed C/O development will be incorporated into the future land sale conditions as appropriate and be carried out in

accordance with the prevailing guidelines/technical circulars; and

Items B and D

- (e) the zoning amendments are merely to reflect the completed developments/
existing on-site conditions.”

61. The Board also agreed that the draft OZP, together with its Notes and updated Explanatory Statement, was suitable for submission under section 8(1)(a) of the Town Planning Ordinance to the Chief Executive in Council for approval.

[The meeting was adjourned for lunch break at 12:40 p.m.]

[Mr Timothy K.W. Ma left the meeting at this point.]

62. The meeting was resumed at 2:00 p.m.

63. The following Members and the Secretary were present in the afternoon session:

Permanent Secretary for Development
(Planning and Lands)
Ms Doris P.L. Ho

Chairperson

Mr Lincoln L.H. Huang

Vice-chairperson

Mr Wilson Y.W. Fung

Mr Stephen L.H. Liu

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Ms Lilian S.K. Law

Mr K.W. Leung

Mr Ricky W.Y. Yu

Professor Roger C.K. Chan

Dr Venus Y.H. Lun

Mrs Vivian K.F. Cheung

Mr Vincent K.Y. Ho

Professor Bernadette W.S. Tsui

Chief Traffic Engineer/New Territories West
Transport Department
Ms Carrie K.Y. Leung

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

Assistant Director (Environmental Assessment)
Environmental Protection Department
Mr Terence S.W. Tsang

Director of Lands
Mr Andrew C.W. Lai

Director of Planning
Mr Ivan M.K. Chung

Agenda Item 5

[Open Meeting]

Development Proposal of Lau Fau Shan/Tsim Bei Tsui/Pak Nai Area

(TPB Paper No. 10963)

[The item was conducted in Cantonese.]

64. The following government representatives and the consultants of the Land Use Review Study for Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas – Feasibility Study (the Study) were invited to the meeting:

Development Bureau (DEVB)

Ms Pecvin P.W. Yong - Deputy Director, Northern Metropolis
Co-ordination Office (DD/NMCO)

Civil Engineering and Development Department (CEDD)

Ms Joyce Y.Y. Lau - Project Manager (PM)
Mr L.C. Chung - Chief Engineer

Planning Department (PlanD)

Ms Ginger K.Y. Kiang - Deputy Director of Planning/Territorial (DD/T)
Ms Johanna W.Y. Cheng - Assistant Director of Planning/Technical Services
(AD/TS)
Mr Kevin C.P. NG - Chief Town Planner/Technical Services

Ove Arup & Partners Hong Kong Limited

Mr Peter Chan]
Dr K.S. Leung]
Ms Vivian Zhang] Consultants
Mr Franki Chiu]
Ms Tammy Tse]

PricewaterhouseCoopers

Mr Ralph Cheng - Consultant

Aurecon Hong Kong Limited

Mr David Stanton] Consultants

Mr Alex Chan]

65. The Chairperson extended a welcome and invited the study team to brief Members on TPB Paper No. 10963 (the Paper).

66. Ms Pecvin P.W. Yong, DD/NMCO, DEVB gave an introduction that the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area (collectively referred to as Lau Fau Shan (LFS)) would be an extension of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA). Together with HSK/HT NDA, the development at Yuen Long South NDA and existing new towns of Tin Shui Wai and Yuen Long, it would form the High-end Professional Services and Logistics Hub in Northern Metropolis (NM). Given its landmark position in proximity to Qianhai in the Mainland, one of the development themes of LFS was a digital technology hub. The high-end professional services at HSK/HT NDA would provide a cross-boundary linkage with the modern services centre in Qianhai. With the rich natural resources in Tsim Bei Tsui and Pak Nai, another development theme of LFS was eco-tourism. In line with the “East in East out, West in West out” policy for cross-boundary freight traffic, HSK/HT NDA was also planned as a modern logistics hub.

67. With the aid of a PowerPoint presentation and video, Ms Johanna W.Y. Cheng, AD/TS, PlanD briefed Members on the planning vision and positioning of LFS, the major planning and urban design concepts, land use budget, key planning parameters and other planning features as detailed in the Paper.

[Mr Stanley T.S. Choi joined the meeting during PlanD’s presentation.]

68. After the presentation of PlanD’s representative, the Chairperson invited questions and comments from Members.

69. Members generally considered that the proposals for LFS were interesting and would

provide exciting opportunities for the area and expressed general support.

Digital Technology Hub

70. Some Members had the following views and questions:

- (a) while the location of the digital technology hub in LFS was considered suitable, whether there was scope for its future expansion;
- (b) the positioning and size of the digital technology hub, its synergetic effect with Qianhai, Shenzhen and San Tin Technopole, and how it would be distinct from San Tin Technopole;
- (c) with reference to local and overseas experiences, technology hubs were usually located in close proximity to universities to create synergetic effect, how the LFS digital technology hub would collaborate with local universities;
- (d) whether the name of ‘digital technology hub’ was finalised;
- (e) the mode of operation of the digital technology hub and the types of businesses to be established therein;
- (f) given the rapid change in the development of digital technology, how the LFS development proposal could cater for the continuously changing digital technologies in future; and
- (g) whether there was an intention to relocate the existing Cyberport at Pok Fu Lam to LFS; the reason for inviting the Hong Kong Cyberport Management Company Limited (the Cyberport) to look into the establishment of the digital technology hub at LFS; and whether the Hong Kong Science and Technology Park (the Science Park) would also be invited to submit a proposal.

71. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB and Ms Ginger K.Y. Kiang, DD/T, PlanD made the following main points:

- (a) the LFS digital technology hub would be located next to the proposed Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) (HSWRL) LFS Station with easy accessibility to/from Qianhai. While 15 hectares (ha) of land were initially earmarked for the development of the digital technology hub, the further study to be undertaken by the Cyberport would ascertain the details of the development, including the land requirement. The waterfront location was considered suitable for the digital technology hub as it provided a unique work environment that suited the I&T workforce;

- (b) while 300 ha of innovation and technology (I&T) land were reserved in San Tin Technopole, only 15 ha of land were initially earmarked for the development of the digital technology hub at LFS. With the focus on application-based technological solutions, the LFS digital technology hub would be distinct from San Tin Technopole, which was positioned to be a hub for clustered I&T development allowing a complete I&T ecosystem, from research and development, prototyping to mass production, with more land-extensive requirements. Given the strategic location at LFS, the digital technology hub could support the technological transformation of financial and other professional services in HSK/HT modern services hub, while providing a landing ground to strengthen collaboration between the digital community and Qianhai. In addition, the LFS digital technology hub could capitalise on advanced technology in areas such as Fintech, smart living and digital entertainment, helping traditional economies move up the value chain and promoting integration of new and traditional economies. The digital technology hub would also serve as an incubation base for young talents and start-ups;

- (c) the Government had reserved land in HSK/HT, Ngau Tam Mei and New Territories North (NTN) New Town for developing the NM University Town, which would be easily accessible from the LFS area. In particular, the part of NM University Town to be developed at Ngau Tam Mei, which was located on the Northern Link near San Tin Technopole, might focus more on scientific research to complement the I&T development in San Tin Technopole, thereby

promoting “research, academic and industry” collaboration. On the other hand, the establishment of post-secondary institutions in HSK/HT and NTN New Town could also provide necessary support to the industry developments therein;

- (d) the name of ‘digital technology hub’ was only used to present the development concept for the area in the study stage;
- (e) with the support of the Innovation, Technology and Industry Bureau, the Cyberport had been invited to look into the establishment of the digital technology hub at LFS. The Cyberport would conduct a study to ascertain the details of the proposed development, in particular the scale of development, types of uses and their requirements, layout design, implementation, etc.;
- (f) as planning and development of the LFS digital technology hub would span over a period of time, the Government was mindful of the rapid growth of technologies nowadays. The study to be undertaken by the Cyberport would examine the details of the proposed development, taking into account future growth anticipated; and
- (g) there was no relocation plan for the existing Cyberport at Pok Fu Lam to the proposed LFS digital technology hub. Given the positioning of the LFS area on digital technology and that the Cyberport was the information and communication technology flagship in Hong Kong with experiences in nurturing the largest digital community for 2,000 start-ups and companies including a number of unicorn companies covering Fintech, smart-living and related professional services, the Government considered it appropriate to invite the Cyberport to look into establishment of a digital technology hub in LFS. On the other hand, the Science Park focused more on scientific research and development aspect. With existing collaboration projects with Qianhai, the Cyberport was best placed to plan for another landing ground of high-value and digital technology companies at LFS.

72. The Chairperson supplemented that unicorn companies were start-up companies with a valuation over US\$1 billion. GoGoX, Animoca and Klook were examples of unicorn

companies nurtured in the Cyberport.

Logistics Facilities

73. Some Members had the following questions:

- (a) given the “East in East out, West in West out” policy, whether the Liantang/Heung Yuen Wai Boundary Control Point (BCP) would still be used for cross-boundary goods vehicles in the east, and whether there would be any measures to improve its capacity; and
- (b) details of the modern logistics hub extension that was located between the proposed residential community in LFS and the modern logistics hub in HSK/HT NDA.

74. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB made the following main points:

- (a) the Liantang/Heung Yuen Wai BCP would be maintained in use for cross-boundary goods vehicles in the eastern side, while the existing boundary-crossing and inspection facilities for fresh food and live food animals at the Man Kam To BCP would be relocated to the Heung Yuen Wai BCP, and Man Kam To would be turned into a passenger-only BCP; and
- (b) the modern logistics hub extension in LFS, about 10 ha of land, was an expansion area of the modern logistics hub in HSK/HT NDA, which could upgrade the logistics industry and provide land to develop multi-storey buildings for modern industries (MSBs) to accommodate brownfield operators affected by new developments.

75. In response to a Member’s concern on the implementation of MSBs, the Chairperson supplemented that there would be a site (3 ha in area and with gross floor area (GFA) of about 160,000 m²) in Yuen Long for invitation of tender in mid-March this year for logistics and/or vehicle repair use. As a condition of sale, at least 30% of its GFA would be handed back to the

Government for management and renting out to brownfield operators under an affordable rent for an initial period. Moreover, a two-envelope approach would be adopted in which more weighting would be put on the non-premium proposal, for example, the introduction of new technology and design to enhance the development of the industry.

76. In response to a Member's enquiry, the Chairperson said that LFS with its coastal areas of ecological value might not be a suitable location for sea-based logistics. A study to explore the feasibility of developing industries requiring marine access including logistics uses at Lung Kwu Tan was being undertaken. Given its locational advantage near the airport and fronting the coastline with easy access to the western part of Guangdong province and Zhuhai area, Lung Kwu Tan was considered more suitable for sea-based logistics development.

Transport Infrastructure

77. Some Members had the following questions:

- (a) whether the HSWRL as shown on the Broad Land Use Concept Plan for LFS area was planned for passenger or freight transport, and whether it was an essential infrastructure for development of LFS and the digital technology hub;
- (b) the transport connection between Tsim Bei Tsui and Tin Shui Wai; and
- (c) whether the Kong Sham Western Highway had direct linkage to HSK/HT NDA, and the proposed road infrastructure in the area.

78. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB, Ms Joyce Y.Y. Lau, PM, CEDD and Dr K.S. Leung, the consultant's representative, made the following main points:

- (a) the HSWRL was proposed to be a passenger rail. A study on the proposed HSWRL jointly commissioned by Hong Kong and Shenzhen had already confirmed the strategic value and necessity of the rail. The engineering feasibility and implementation arrangement of the proposed HSWRL were being investigated;

- (b) to have a better linkage between Tsim Bei Tsui and Tin Shui Wai, the Study proposed to improve the connection along Tin Yuet Road through the provision of public transport, road network, cycling and pedestrian facilities. The future LFS Station of HSWRL would serve as the major interchange for the proposed smart and green mass transit system linking to the HSK/HT NDA; and
- (c) the Kong Sham Western Highway had direct linkage to the HSK/HT NDA via the planned Road P1. The funding approval for the works under the Second Phase development of HSK/HT NDA, including the construction of Road P1, would be sought. The accessibility to LFS would be further enhanced via the comprehensive road network connecting with the HSK/HT NDA. With the planned Route 11 in place and the enhanced local transport network serving the HSK/HT NDA, the traffic capacity would be sufficient for the LFS development. In addition, to cater for the NM development, the Highways Department was planning the NM Highway. The implementation of infrastructures would tie in with the development of LFS.

79. A Member commented that the land parcels near the future LFS and Ha Tsuen Stations of HSWRL could be planned for mixed use developments with higher development intensity. Noting that LFS was in close vicinity to the Mainland, a Member asked whether the development of low-altitude economy at LFS would be considered. The Chairperson responded that there was scope to further explore the development of low-altitude economy at new development areas such as NM and Kau Yi Chau, which would also be studied by CEDD separately.

Residential Development

80. Some Members had the following views and questions:

- (a) noting the LFS digital technology hub development, would the public to private housing mix differ from the prevailing 70:30;
- (b) the design concept of “LFS Quality Community”;
- (c) the location of the permitted burial grounds at LFS; and

- (d) the rationale for the proposed talent accommodation, and whether it would only serve people working within the LFS digital technology hub.

81. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB and Dr K.S. Leung, the consultant's representative, made the following main points:

- (a) while different scenarios of housing mix would be studied at the later stage, considering the current housing mix of Tin Shui Wai New Town with a higher proportion of public housing, there was scope to consider increasing the provision of private housing at LFS;
- (b) taking into account the housing needs of the working population at the LFS digital technology hub, a residential area was planned along the waterfront to the further north of the hub with the provision of supporting facilities, such as shops, community facilities and schools, within walking distance. The residential area could be planned as a car-free pedestrianised community;
- (c) there were a few permitted burial grounds within LFS, one of which was located in the southern part of the area segregating the eco-tourism scenic nodes. While the history of the permitted burial grounds and local culture would be respected, subject to views to be received during the public engagement, consideration would be given to whether some portion of the permitted burial grounds could be included in the development area to rationalise layout and optimise land use as the Government proceeded with the Investigation Study at the next stage; and
- (d) about 1,800 units of talent accommodation were planned within the LFS digital technology hub. Details of the target residents, eligibility for residences, operation mode, etc. would be further studied.

82. A Member suggested that as LFS was well served by mass transit infrastructures, there might be scope to further increase its population. Two Members opined that the term 'LFS Quality Community' should be reviewed, and consideration should also be given to enhancing the

social mix in planning the community.

Employment

83. In response to Members' enquiry on how to ensure the employment generated from the LFS digital technology hub would benefit the local community, in particular the residents living in Tin Shui Wai, Ms Pecvin P.W. Yong, DD/NMCO, DEVB said that the employment opportunities from the hub and the HSK/HT NDA would reach over 180,000 and the jobs created would require diversified skill sets. The new job opportunities, including the proposed 12,000 I&T in LFS, could also attract people to live and work at LFS, including talents from Mainland and overseas. The employment opportunities in the LFS digital technology hub would help achieve better 'home-job balance' in NM including Tin Shui Wai.

84. A Member opined that there was a lack of I&T talents in Hong Kong and it was necessary to have relevant policy to attract those talents. The Chairperson said that talents were important for the LFS digital technical hub development and the Government had launched measures to attract talents from abroad and Mainland to work and live in Hong Kong, such as the Top Talent Pass Scheme which had so far attracted a large number of Mainland and overseas talents to come to Hong Kong. Also, the study to be undertaken by the Cyberport would also investigate how to strengthen the collaboration with Qianhai and Nanshan on digital technology, and to explore measures to attract companies to set up their businesses in LFS digital technology hub and facilitate importing of talents. Ms Pecvin P.W. Yong, DD/NMCO, DEVB supplemented that the Hong Kong Talent Engage had been set up to provide a one-stop platform of talent engagement, admission facilitation and support services for incoming talents.

Eco-tourism

85. Members generally appreciated that LFS was endowed with rich natural resources and magnificent scenery such as in Pak Nai and considered that the proposed eco-tourism nodes were suitable. Two Members had the following questions:

- (a) whether the coastline along the waterfront of LFS area would be retained in its natural state or would become man-made coastlines; and

- (b) why only about 14% of the land use budget was proposed for nature conservation, and whether the percentage could be reviewed.

86. In response, Ms Ginger K.Y. Kiang, DD/T, PlanD made the following main points:

- (a) the existing natural coastline along the waterfront of LFS would be preserved; and
- (b) according to the land use budget, 14% of the development area (i.e. 411 ha) was planned for open space. The development area did not include the area with ecological value for conservation. The coastal area at Tsim Bei Tsui and Pak Nai would be demarcated as a Coastal Protection Park and its details and coverage would be subject to the findings of a further study to be conducted by the Agriculture, Fisheries and Conservation Department.

Culture and Heritage

87. Some Members had the following questions:

- (a) whether the development proposal of LFS would affect the existing villages and heritage in Ha Tsuen;
- (b) the location and details of the proposed waterfront performance venue; and
- (c) given that LFS and its vicinity had a long history, how the culture, history and heritage of the area, e.g. the fortified structure at Ha Pak Nai, would be preserved and integrated with the new development.

88. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB, Ms Ginger K.Y. Kiang, DD/T, PlanD and Dr K.S. Leung, the consultant's representative, made the following main points:

- (a) LFS was an extension of HSK/HT NDA, and Ha Tsuen was not within the study area. Preservation of Ha Tsuen including how it would benefit from the urban

design and upgraded infrastructure at HSK had already been taken into account in the planned development of the HSK/HT NDA. The existing five indigenous villages in LFS would be preserved, while the Investigation Study would further look into the layout and infrastructures in the area with a view to bringing benefits of the new development to the existing villages and achieving a better urban-rural integration;

- (b) the performance venue was proposed within the waterfront open space fronting the digital technology hub and details of the proposal would be further studied in consultation with the Leisure and Cultural Services Department; and
- (c) the study team conducted a preliminary assessment on the cultural heritage of the LFS area and the heritage therein was intended to be preserved and integrated within the eco-tourism nodes.

89. A Member said that any village houses with historic value within the “Village Type Development” zone should be identified and preserved.

90. Some Members considered that the existing seafood market and oyster farming at LFS were valuable cultural asset and regarded as the landmarks of the area, which should be preserved in-situ with improvements and well-integrated with the proposed development. A few Members were concerned about how the existing LFS seafood market would be revitalised and whether it would affect the existing business operators. In response, Ms Pecvin P.W. Yong, DD/NMCO, DEVB said that the overall condition of the LFS seafood market was relatively worn out, and it was intended to preserve the seafood market in the same location with in-situ improvement works. The preservation and in-situ improvement of the seafood market would entail complex issues including land ownership, existing business operators, etc. and further study would be required. The Tourism Commission would spearhead the commissioning of the study in due course with the support of relevant government bureaux and departments to assess the tourism potential of the LFS seafood market. The existing business operators in the seafood market and the oyster farmers at LFS would be duly consulted during the course of the study.

Implementation

91. In response to Members' enquiry on the implementation timeline, Ms Pecvin P.W. Yong, DD/NMCO, DEVB said that LFS was an extension of the HSK/HT NDA and would be a later stage development of this NDA. Meanwhile, the site formation and infrastructure works under the First Phase development of HSK/HT NDA had already commenced in 2020 with the first population intake targeted in 2024, and the Second Phase development was expected to commence in the first half of 2024 with target population intake starting in 2030. The Investigation Study for LFS would commence in the first half of 2024 and government-initiated works were anticipated to commence around 2030. The Government would explore opportunities for broadening private sector participation and bringing forward the implementation of selected areas in LFS, in particular the areas for development digital technology hub and eco-tourism, through development modes such as "development of local districts". Taking into account the implementation timeframe and the rapid growth of digital technology development, some Members commented that it was necessary for the planning of LFS to allow flexibility to cater for future changes, and sufficient land should be reserved for its development.

92. A Member expressed that the Study would bring a new vision for the local communities, and asked how the local stakeholders would be engaged. Ms Johanna W.Y. Cheng, AD/TS, PlanD responded that the public engagement exercise would last for two months starting from 6.3.2024. A series of publicity events and activities including roving exhibitions and briefing sessions with stakeholders (i.e. district council, rural committees, statutory bodies, business operators, etc.) would be conducted. For local stakeholders, the engagement with villagers and brownfield operators would be held in the local community centres and a mobile exhibition centre showcasing the development proposal of LFS would be parked in various locations, including at the LFS seafood market, to inform local residents and business operators of the Study findings and to gauge their views.

[Mr Andrew C.W. Lai rejoined and Ms Lilian S.K. Law left the meeting during the question and comment session.]

93. The Board noted the development proposal of LFS. The Chairperson also invited the study team to take into account Members' comments and suggestions in taking forward the Study as appropriate.

94. The Chairperson thanked the government representatives and the consultants' representatives for attending the meeting. They left the meeting at this point.

[The meeting was adjourned for a 10-minute break.]

[Mr Ricky W.Y. Yu left the meeting during the break.]

Agenda Item 6

[Open Meeting]

Proposed Amendments to the Master Schedule of Notes to Statutory Plans and Definitions of Terms Used in Statutory Plans
(TPB Paper No. 10959)

[The item was conducted in Cantonese.]

95. The following representatives of the Planning Department (PlanD) were invited at this point:

Mr Rico W.K. Tsang	- Chief Town Planner/Town Planning Board (CTP/TPB)
Ms Kitty S.T. Lam	- Senior Town Planner/Town Planning Board

96. The Chairperson extended a welcome and invited PlanD's representatives to brief Members on the Paper. With the aid of a PowerPoint presentation, Mr Rico W.K. Tsang, CTP/TPB, PlanD briefed Members on the background, and the proposed amendments to the Master Schedule of Notes to Statutory Plan (MSN) and Definitions of Terms used in Statutory Plans (DoT), as detailed in TPB Paper No. 10959 (the Paper).

97. As the presentation of PlanD's representative was completed, the Chairperson invited questions and comments from Members.

'Public Convenience' and 'Government Refuse Collection Point'

98. Noting that the proposed amendments to the MSN for the “Village Type Development” zone to categorise ‘Public Convenience’ and ‘Government Refuse Collection Point’ as Column 1 rather than Column 2 uses and hence planning permission would no longer be required, a Member was concerned how public views would be gauged on the provision of such facilities in the village areas. Mr Rico W.K. Tsang, CTP/TPB, PlanD responded that should there be proposal on the provision of such facilities, the Food and Environmental Hygiene Department would consult the local residents/District Councils/Rural Committees, as appropriate.

'Public Vehicle Park (excluding container vehicle)'

99. Given the need for cycle parking due to the upward trend of green living and bicycle usage, some Members sought clarification on the proposal to remove cycle parking from the Remarks of the DoT for ‘Public Vehicle Park (excluding container vehicle)’. A Member commented that the removal of cycle parking from the Remarks might give the public the impression that cycle parking could not be provided within public vehicle park. Another Member expressed concern about whether the revised DoT for the term could allow the provision of a large-scale cycle park. Mr Rico W.K. Tsang, CTP/TPB, PlanD said that on one hand, ‘Public Vehicle Park (excluding container vehicle)’ was a Column 2 use under various land use zones, which required planning permission from the Town Planning Board (the Board). On the other hand, cycle parking was generally considered as an ancillary use to some developments, e.g. housing estates, or an integral part of the cycle track implemented by the Government, which did not require planning permission from the Board. The intention of removing cycle parking from public vehicle park was mainly to avoid confusion and to reflect the current situation, where the provision of cycle parking was commonly an ancillary use rather than being a main use as public vehicle park per se. Ms Carrie K.Y. Leung, Chief Traffic Engineer/New Territories West, Transport Department (CTE/NTW, TD) supplemented that since there was an overall shortage of car parking spaces in Hong Kong, public vehicle parks were primarily proposed to meet the demand for private and commercial vehicles, while cycle parking was usually classified as facilities ancillary to the development and on-street cycling facilities were also provided in tandem with the provision of cycle track implemented by the Government. While acknowledging the rationale for proposing amendment to this use term, the meeting noted that there was scope to further explore with relevant government departments, in particular TD, the suitability to amend the definition of this term,

taking into account Members' views.

100. In response to a Member's enquiry on whether electronic bicycle could be considered as a vehicle, Mr Rico W.K. Tsang, CTP/TPB, PlanD said that it would defer to TD's interpretation in accordance with the relevant ordinances and regulations. Ms Carrie K.Y. Leung, CTE/NTW, TD supplemented that while electric mobility devices, e.g. electric scooters and electric bicycles, were currently banned for use in roads in Hong Kong, TD was looking into the regulatory arrangement for the use and associated parking spaces of electric mobility devices in Hong Kong.

'Public Utility Installation' and 'Public Utility Pipeline'

101. While supporting the proposed amendment to the DoT for 'Public Utility Pipeline' ('PUP') to cover the associated small-scale aboveground structures in addition to the underground pipeline, a Member asked whether there was a need to distinguish 'PUP' from 'Public Utility Installation' ('PUI') and whether the public utility tunnel would also be considered as 'PUP' or 'PUI'. Mr Rico W.K. Tsang, CTP/TPB, PlanD explained that 'PUP' mostly meant the alignment for drainage, sewerage, water, gas, electricity and telephone, while 'PUI' referred to a larger scale aboveground structure such as a pump house. The public utility tunnel would be classified as 'PUP'. The Secretary supplemented that while 'PUP' was an always permitted use as stipulated in the covering Notes of the OZPs, 'PUI' generally involving aboveground structure with a larger scale, which might have implications on urban design and visual impacts, was a Column 2 use in many zones, requiring planning permission from the Board.

'Research, Design and Development Centre' and 'Laboratory, Inspection and Testing Centre'

102. A Member considered that the definition of the 'Advance Manufacturing' under the Remarks of DoT for 'Research, Design and Development Centre' might not be very clear, in particular the meaning of 'digital technology and connectivity' as adopted in its definition and the 'Workshop of High Technology Products' as subsumed use. Mr Rico W.K. Tsang, CTP/TPB, PlanD responded that the definition of 'Advanced Manufacturing' was based on the advice from the Information, Technology and Industry Bureau (ITIB) and the term of 'connectivity' generally referred to digital rather than physical connection such as cables. ITIB would be further consulted on the definition.

103. Considering that the laboratory would normally be tasked to run testing of not only products but also materials, a Member suggested that the definition for 'Laboratory, Inspection and Testing Centre' should be more generic and avoid limiting the scope of interpretation.

'Agriculture Use' and Review of 'Zoo' Use

104. A Member agreed to the proposed amendment to the Remarks of DoT for 'Agricultural Use' to include ancillary activities directly related to commercial crop farming and aquaculture ancillary activities. The Member supported the review findings of 'Zoo' use and opined that as animals within the zoo were well protected by relevant legislations, it was appropriate to maintain the current provision of 'Zoo' use in the MSN and DoT.

Chinese Translation of DoT

105. Some Members considered that the Chinese translation of some use terms, including 'Public Convenience', 'Laboratory, Inspection and Testing Centre', 'Research, Design and Development Centre', 'Petrol Filling Station/Green Fuel Station', 'Government Refuse Transfer Station', and 'Mine and Quarry', might not entirely tally with the English version and could be simplified/synchronised for better comprehension. The Secretary said that it should be cautious in handling the proposed amendments to the DoT as some of the terms in the DoT were cross-referenced to the relevant legislations or ordinances and the majority of the use terms were currently adopted in the Notes of the extant statutory Outline Zoning Plans. While it should be prudent to make amendments to the use terms in the DoT, there was scope to fine-tune the wording adopted in the definition and Remarks of the DoT.

106. A Member opined that the word 'computer' could be removed from the term 'Computer/Data Processing Centre', as the term 'Data Processing Centre' itself had already included the computing process. In response to a Member's enquiry, Mr Rico W.K. Tsang, CTP/TPB, PlanD confirmed that the definition of 'Petrol Filling Station/Green Fuel Station' allowed the provision of electric-vehicle charging facilities.

[Dr Venus Y.H. Lun left the meeting during the question and comment session.]

107. Members generally agreed to the principles/direction of the proposed amendments to the MSN and DoT in order to keep abreast of the latest planning circumstances to meet the needs of the community, and considered that a few use terms including the wording and/or the Chinese translation could be further reviewed where appropriate. The Chairperson concluded that PlanD should take into account Members' advice/comments to fine-tune the concerned terms of uses in the DoT for the Board's further consideration.

108. The Board decided to defer the decision on the proposed amendments to MSN and DoT pending PlanD's refinement.

109. The Chairperson thanked PlanD's representatives for attending the meeting. They left the meeting at this point.

Agenda Item 7

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

Any Other Business

110. There being no other business, the meeting was closed at 5:35 p.m.