

**APPLICATION FOR AMENDMENT OF PLAN**  
**UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. Y/K10/2**

- Applicant** : Good Focus Holdings Limited represented by Ove Arup & Partners  
Hong Kong Limited
- Site** : 128 Carpenter Road, Kowloon City, Kowloon (New Kowloon Inland  
Lot No. (NKIL) 6056)
- Site Area** : 5,921m<sup>2</sup> (about)
- Lease** : Subject to the following main restrictions:
- (i) governed by the Conditions of Sale No. 12078 for a term expiring on 30.6.2047, and varied or modified by two letters dated 21.6.2002 and 14.5.2012;
  - (ii) restricted to multi-storey vehicle park and non-industrial purposes (excluding residential, hotel and godown);
  - (iii) total Gross Floor Area (GFA) not less than 23,300m<sup>2</sup> and not exceed 47,858m<sup>2</sup>;
  - (iv) building height restriction (ranged from 32.87mPD to 35.85mPD);  
and
  - (v) the multi-storey vehicle park shall contain space for parking of not less than 449 licensed motor vehicles, of which not less than 49 parking spaces are to be used for goods vehicles.
- Plan** : Draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/23  
(at the time of submission of application)
- Draft Ma Tau Kok OZP No. S/K10/25  
(currently in force)
- Zoning** : “Other Specified Uses” (“OU”) annotated “Commercial Development  
with Public Vehicle Park”
- [Maximum GFA of 47,858m<sup>2</sup> and building height restriction (BHR) of 36mPD]  
(no change to the subject “OU” annotated “Commercial Development  
with Public Vehicle Park” zone)

**Proposed Amendment** : To rezone the application site from "OU" annotated "Commercial Development with Public Vehicle Park" to "Residential (Group A) 4" ("R(A)4")

[Maximum domestic plot ratio (PR) of 7.5 and total PR of 9.0 for a building which is partly domestic and partly non-domestic, and BHR of 100mPD]

## **1. The Proposal**

- 1.1 The applicant proposes to rezone the application site (the Site) (**Plan Z-1**) from "OU" annotated "Commercial Development with Public Vehicle Park" to "R(A)4" to facilitate a private residential development with retail facilities and a public vehicle park (PVP) subject to a maximum domestic plot ratio (PR) of 7.5 and total PR of 9.0 for a building which is partly domestic and partly non-domestic, and a building height restriction (BHR) of 100mPD. The proposed schedule of use for the "R(A)4" zone submitted by the applicant is at **Appendix II**.
- 1.2 According to the indicative scheme submitted by the applicant, the proposed development comprises two residential towers of 22 residential floors over one level of residents' clubhouse, three levels of retail podium and five basement levels of car parking facilities. The proposed development would have a domestic GFA of 44,407.5m<sup>2</sup> providing 850 residential units, non-domestic GFA of 8,881.5m<sup>2</sup> for shop and services and eating place, a PVP providing 400 private car and 49 goods vehicle parking spaces, and ancillary car parking facilities. The indicative scheme shows an internal public corridor on G/F connecting Carpenter Road and the Carpenter Road Park (**Drawing Z-3**). It also proposes to provide a 15m-wide building separation between the two towers above G/F<sup>1</sup> to facilitate wind and visual penetration (**Drawings Z-4 to Z-7**); a 4.45m-wide setback along the western boundary of the Site abutting an unnamed lane (extending north of Fuk Lo Tsun Road) up to 15m above street level to enhance the walking environment as well as wind penetration along the road (**Drawings Z-3 to Z-5a and Z-7**); a new internal driveway with a width of not less than 7.3m along the eastern boundary of the Site to avoid potential vehicle queue in accessing the basement carpark (**Drawing Z-3**); and a 30m-wide building separation at 3/F (**Drawing Z-5a**). The drawings of the indicative scheme provided by the applicant are at **Drawings Z-1 to Z-7**.
- 1.3 The major development parameters of the indicative development scheme provided by the applicant are as follows:

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<sup>1</sup> The indicative scheme shows there are covered walkways, atrium and footbridges at 1/F to 3/F within the building separation area.

<b>Site Area (about)</b>	5,921m <sup>2</sup>	
<b>Maximum GFA</b> - Domestic - Non-domestic	Not more than 44,407.5m <sup>2</sup> Not more than 8,881.5m <sup>2</sup>	
<b>PR</b> - Domestic - Non-domestic	Not more than 7.5 Not more than 1.5	
<b>No. of Block</b> (Composite)	2 (residential blocks on top of retail podium and basement carpark)	
<b>Maximum building height (BH) at Main Roof</b>	100mPD	
<b>No. of Storeys</b> - Residential floors - Lobby/Clubhouse - Retail Podium - Basement Carpark	Total: 31 (excluding transfer plate) 22 1 3 5	
<b>No. of Flats</b>	850	
<b>Parking Facilities</b>  - Private Car - Goods Vehicle - Motorcycle - Loading/Unloading (L/UL) Spaces	<u>Ancillary Parking</u>  184 - 14 5 for heavy goods vehicle (HGV); 5 for light goods vehicle (LGV)	<u>Public Parking</u>  400 49 - -
<b>Private Open Space</b>	Not less than 2,380m <sup>2</sup>	

- 1.4 According to the landscape proposal submitted by the applicant (**Appendix Ia**), there is no existing tree within the site and not less than 2,380m<sup>2</sup> of private open space will be provided within the proposed development, including at-grade landscape area, landscaping on terraced podium, landscaped atrium on 2/F (for visitors and residents), and podium garden on 3/F (for residents) (**Drawings Z-11 to Z-17**).
- 1.5 In support of the application, the applicant has submitted the following documents:
- (a) Letter from the applicant with application form (**Appendix I**) received on 22.8.2018
  - (b) Supplementary planning statement (**Appendix Ia**)

- (c) Letter dated 5.11.2018 (received on 6.11.2018) (**Appendix Ib**) providing FI mainly including responses to departmental comments (R to C) and public comments, updated technical assessments on noise and sewerage impacts and air ventilation, perspective drawings and strategic viewpoint plan [FI(1)] \*\*
- (d) Letter dated 9.11.2018 (received on 12.11.2018) (**Appendix Ic**) providing FI including R to C, updated traffic impact assessment and revised architectural drawings [FI(2)] \*\*
- (e) Letter dated 17.1.2019 (received on 18.1.2019) (**Appendix Id**) providing FI including R to C and supplementary information to relevant technical assessments [FI(3)] \*\*
- (f) Letter dated 12.6.2019 providing FI including R to C and supplementary information on Traffic Impact Assessment (TIA) [FI(4)] \*\*
- (g) Letter dated 11.9.2019 providing FI including R to C, responses to public comments, a revised TIA and technical justification on provision of temporary car parking space [FI(5)] \*\*
- (h) Letter dated 25.9.2019 providing editorial rectification to the responses to comments submitted on 11.9.2019 [FI(6)]
- (i) Letter dated 5.11.2019 providing FI mainly in response to public comments [FI(7)]

*[\*\* Not exempted from publication and recounting requirements.]*

- 1.6 At the request of the applicant, the Committee on 12.4.2019 and 6.9.2019 agreed to defer a decision for two months respectively so as to allow more time for the applicant to submit further information to address departmental comments. Upon receipt of the FI on 11.9.2019, the application is scheduled for consideration by the Committee at this meeting.

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application as set out in planning statement and FIs in **Appendices Ia to Ih** are summarized as follows:

### *Optimizing the Use of Land for Housing*

- (a) The Site is situated within a high-density residential neighbourhood well served by Government, institution and community (GIC) facilities, existing infrastructures and established transport networks, the proposed amendment could optimize the use of the Site providing about 850 flats, retaining commercial uses on the lower floors and reprovisioning the PVP. The living quality of the community would be enhanced.
- (b) The Site will be transformed from a pure commercial site into a residential site with commercial elements to alleviate the housing shortage. This is in line with the Government's policies in providing housing supply, and it is a timely replenishment of private residential flats to the market in the area when three private residential sites are changed into subsidized housing sites in Kai Tak area. The rezoning proposal will contribute to housing provision and provide planning merits (e.g. linking people from Carpenter Road to the park, improving existing traffic condition and ensuring air permeability), hence to establish a desirable precedent for similar developments.
- (c) In response to the public comments that Kowloon City Plaza is the only gathering place or indoor cultural/performance venue in Kowloon City, the applicant stated that the indicative scheme could ensure that the current functions of Kowloon City Plaza could be retained to a modern standard, help alleviate the ever-increasing housing demand and achieve multiple planning merits to enhance the living quality of the existing and future residents.

### *Proposed Development Intensity*

- (d) The Site is in close proximity to residential sites zoned "R(A)" with BHRs of 100mPD, 120mPD and 140mPD (**Plan Z-1**). The proposed BHR of 100mPD for the proposed "R(A)4" zone was referenced to the BHR of the surrounding "R(A)2"<sup>2</sup> zone to the south of the Site.
- (e) As compared to the existing development with PR of 8.08, the proposed amendment only represents an increase of PR by 0.92, but offers a pleasant transformation of the built form from a 'shoe-box' to a permeable and interesting built form allowing pleasant connectivity and walking experience to and from the Carpenter Road Park, as well as offering improved vehicular access arrangement.

### *Parking and Traffic Aspects*

- (f) Traffic queues are commonly observed at the entrance of Kowloon City Plaza, blocking the eastbound traffic along Carpenter Road and the junction of Carpenter Road/Lion Rock Road. A new 7.3m-wide internal driveway for at least six vehicle-length (not less than 36m) is proposed within the Site to allow

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<sup>2</sup> The "R(A)2" zone is subject to BHR of 80mPD as stipulated on the OZP, while sites with an area of 400m<sup>2</sup> or more are subject to BHR of 100mPD as stipulated in the Notes.

queuing space for entering the car park within the Site to improve the traffic condition.

- (g) In the existing Kowloon City Plaza, only 400 private car parking spaces and 49 goods vehicle parking spaces are provided as a PVP, but there is no designated car park for the existing retail portion. Under the indicative scheme, all the existing PVP parking spaces will be re-provided, additional parking spaces will also be provided for the new retail and residential portions according to the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) (i.e. 184 ancillary car park, 14 motor cycle park, 5 HGV and 5 LGV parking). To ensure the PVP will not be taken up by the residents of the proposed development, the applicant suggested that the requirement of public car parking spaces could be stipulated under the lease and opined that the proposed transport facilities will be sufficient to serve the future residents and shoppers with reference to the high-side provision under the HKPSG requirements.
- (h) The applicant has taken genuine effort to condense the demolition and construction processes to only 3 years. Moreover, apart from the PVP at Kowloon City Plaza, there are numerous car parks located within 500m of the Site (**Drawing Z-18**). Based on the applicant's observation, the car parking capacity in the vicinity is considered sufficient to cater for demand for PVP during construction period with limited shortage in weekend peak period.
- (i) Since there may be some impacts to the local public parking provision during the closure of the existing PVP during the construction period (in weekend peak) before the redevelopment is completed, the applicant suggests to carry out a 2-month parking review when the retail shops are vacated before demolition. The applicant opines that (i) the 2-month parking review could reflect the actual parking demand of the PVP for the area during construction stage; (ii) it will be more realistic to identify the mitigation measures as the review is conducted before the commencement of demolition; and (iii) there would be more time for the applicant to identify temporary reprovisioning should the demand requires, for example, sites to be identified for temporary parking under short term tenancy; or on-street provision by converting some street spaces to on-street metered parking. To ensure the applicant will conduct the 2-month parking review, the applicant proposes to incorporate the relevant requirements in the Notes or Explanatory Statement (ES) under relevant zoning.
- (j) In response to a parking survey by a Kowloon City District Council (KCDC) member of the Lung Shing Constituency submitted as a public comment which shows that there is substantial demand for the PVP that is not related to Kowloon City Plaza, the applicant commented that the results of the survey are not conclusive as the calculation approach of the parking demand is not appropriate.

#### *Retail Facilities*

- (k) The Kowloon City neighbourhood is under transformation and redevelopment. Many existing tenement residential buildings with street shops are being developed into high-rise residential building with up to 3-floor retail spaces. It

is estimated that upon redevelopment of these sites, additional two floors of retail GFA could be provided, amounting to about 130,000m<sup>2</sup> additional retail GFA. In addition, there will be large shopping malls and street shops in the Kai Tak Development Area. For example, a retail GFA of more than 65,000m<sup>2</sup> will be constructed at a site on Concord Road<sup>3</sup>.

- (l) For the Site, the applicant indicated that of the total retail GFA of the existing shopping mall (36,518m<sup>2</sup>)<sup>4</sup>, active retailing<sup>5</sup> is about 9,000m<sup>2</sup> and an equivalent amount of retail GFA will be provided in the redevelopment. The type of commercial/retail floor space to be provided will also make reference to the current commercial/retail mix such as supermarket, eating places and shop and services to serve the neighbourhood.
- (m) In response to the public comments that there would be adverse economic impacts to local business, the applicant claimed that Kowloon City has a 'street shop' character which is unlikely to be affected by the proposed development. Furthermore, the applicant stated that they have extended the 'street shop' ambience by providing a pedestrian passage of not less than 6m wide on G/F within the Site. The ample provision of retail facilities on both sides of the internal public corridor will enhance the attractiveness of the direct pedestrian linkage between the hustle and bustle street and the tranquil open space.

#### *Planning Merits and No Adverse Technical Impacts*

- (n) The Site will retain its function as a PVP with commercial facilities, and there will also be planning merits to the community, such as setback of the western boundary along an unnamed lane, internal north-south pedestrian passage on G/F connecting hustle and bustle street (i.e. Carpenter Road) and the tranquil park (i.e. Carpenter Road Park), new internal driveway on the eastern side of the Site to provide queuing space for the PVP, and building separation of 15m between two residential blocks. By developing the proposed quality residential and commercial development above podium level, the traffic/pedestrian environment and the whole community would benefit. Moreover, various technical assessments (i.e. visual impact assessment (VIA), TIA, sewerage impact assessment (SIA), noise impact assessment (NIA), landscape proposal and air ventilation assessment (AVA)) conducted have demonstrated that the rezoning proposal is technically acceptable and the proposed BH of the scheme could blend in with the surrounding context. Through the redevelopment of the existing 'shoe-box' design of Kowloon City Plaza, the development would be

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<sup>3</sup> The site is subject of planning application No. A/K22/24 for proposed comprehensive development for office, hotel, shop and services, eating place and public transport terminus (PTT) in "Comprehensive Development Area (1)" ("CDA(1)") at Muk Yuen Street/Concord Road under the Kai Tak OZP. This "CDA(1)" site is subject to a maximum PR of 10. Under the approved scheme, the proposed total GFA is 177,670m<sup>2</sup>, including 65,032m<sup>2</sup> (36.6%) for retail with the remaining GFA for hotel, office and PTT.

<sup>4</sup> There is no breakdown of commercial and carpark GFA in the General Building Plan (GBP) of the existing building and the applicant claims that the existing retail GFA is about 36,518m<sup>2</sup>.

<sup>5</sup> The applicant defined that the active retail floor space is currently occupied and in full operation, including supermarket, eating places and shop and services. It also refers to stores which rental income are sufficient to cover the electricity, water supply and management cost.

transformed respecting the street shop culture of Kowloon City and community needs.

### **3. Compliance with the “Owner’s Consent/Notification” Requirements**

The applicant is the sole “current land owner”. Detailed information would be deposited at the meeting for Members’ inspection.

### **4. Background**

#### A Planned Multi-storey Vehicle Park since Early 1980’s

##### *Original Zoning under OZP*

- 4.1 Since 1978, the Site had been zoned “Government, Institution or Community” (“G/IC”) on the Wang Tau Hom & Tung Tau OZP No. LK 8/23A. In 1987, the Site, among others, was excised from the Wang Tau Hom & Tung Tau Planning Scheme Area and zoned “G/IC” on the Ma Tau Kok OZP No. S/K10/3 for a proposed multi-storey car park (with commercial uses), and according to the Notes of the OZP at that time, the proposed multi-storey vehicle park was permitted as of right, but commercial uses require planning permission from the Town Planning Board (the Board).

##### *Outline Development Plan (ODP)*

- 4.2 Prior to 1981, the Site was reserved for a joint-user Government Building on the Wang Tau Hom & Tung Tau ODP. In 1982, the Site was designated to include about 750 car parking spaces, government offices and other community facilities on the draft Wang Tau Hom & Tung Tau ODP No. LK 8/19G. Since 1992 till now, the Site is designated as “OU (multi-storey carpark to include commercial uses)” on the ODP.

##### *Approved Planning Application*

- 4.3 In 1988, a planning application (No. A/K10/71) was submitted by the District Lands Officer/Kowloon West of the then Buildings and Lands Department, to seek planning permission for the development of a multi-storey vehicle park with non-industrial (excluding residential, hotel and godown but including theatre/cinema) uses at the Site. According to the Notes of the OZP at that time, planning permission from the Board was required for commercial uses. The proposed inclusion of non-industrial uses at the Site was to address the strong request of the then Kowloon City District Board on the need for commercial uses in the neighbourhood, and relevant government departments had no objection to the application. On 10.6.1988, the application was approved by the Board.



### Development of Kowloon City Plaza

- 4.4 The Site was sold by public auction in 1989 and the land sale condition required the provision of a minimum of 23,300m<sup>2</sup> non-industrial GFA (excluding residential, hotel and godown), inclusive of a 500-space multi-storey carpark (including parking spaces for 400 private cars and 100 lorries)<sup>6</sup>. In 1993, the 7-storey (over three basement levels) Kowloon City Plaza (about 34.8mPD) with a total GFA of 47,857.741m<sup>2</sup> for multi-storey carpark and commercial uses including shops, restaurants and cinema was completed.

### Rezoned from “G/IC” to “OU” annotated “Commercial Development with Public Vehicle Park” and Imposition of BHR

- 4.5 To better reflect the existing uses, the Site was rezoned to the current “OU” annotated “Commercial Development with Public Vehicle Park” zoning in 2003. The zoning restricted the development intensity to that of the existing development, i.e. GFA of 47,858m<sup>2</sup> (equivalent to PR of 8.08).
- 4.6 In 2008, BHRs were stipulated on various zones in the OZP. A BHR of 36mPD was stipulated on the “OU” zone covering the Site to keep the existing development bulk intact in order to provide visual and spatial relief to the built-up urban context.

## **5. Previous Application**

- 5.1 Under the current “OU” zoning, there is no previous planning application.
- 5.2 When the Site was zoned “G/IC” prior to 2003, there were two s.16 planning applications. Application No. A/K10/71 was outlined in paragraph 4.3 above. Another application (No. A/K10/184), submitted by the current applicant, for redeveloping part<sup>7</sup> of the Kowloon City Plaza into a 39-storey hotel development (including 3 levels of basement) was rejected by the Board upon review on 10.3.2000 mainly on the grounds that the traffic impact assessment was inadequate to demonstrate that the proposed development would not have adverse impact, the application was not in compliance with the Town Planning Board Guidelines for Development/Redevelopment within “G/IC” zone in that it was predominantly for non-GIC uses; and the proposed development shall be more appropriately considered in the context of a rezoning request with the support of necessary impact assessments.

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<sup>6</sup> In 2012, the lease condition on car park provision was modified to 449 licensed motor vehicles and among them not less than 49 parking spaces shall be used for goods vehicles.

<sup>7</sup> The western portion of the existing development will be replaced by a hotel tower while the eastern portion will remain in-situ with two additional floors of car parks on top.

## 6. Similar Application

The Site is the only site zoned “OU” annotated “Commercial Development with Public Vehicle Park” zone on the OZP and there is no similar application.

## 7. The Site and Its Surrounding Areas (Plans Z-1 and Z-2 and photos on Plans Z-4 to Z-5)

### 7.1 The Site:

- (a) is occupied by an existing shopping mall<sup>8</sup> cum public car park (named Kowloon City Plaza) with three levels of basement, seven levels above ground and a rooftop for car parking facilities. The building height of the development is 34.8mPD, and according to the first approved building plan/occupation permit, the total GFA is 47,857.741m<sup>2</sup> with car parking facilities, shops, restaurants and cinema etc.;
- (b) provides 400 nos. of parking spaces for private car, 49 nos. of parking spaces for goods vehicle and 36 nos. of L/UL bays for HGVs. The major existing floor uses (observed on site on 20.9.2019) are as follows:

R/F	Car parking facilities
5/F	Car parking facilities, shop and services
4/F	Shop and services, eating places
3/F	Supermarket, department store
2/F	Department store
1/F	Shop and services, eating places
UG/F	Shop and services, eating places
LG/F	Shop and services, eating places
B1/F	Shop and services, eating places
B2/F	Vehicle showroom, lorry parking/L/UL facilities
B3/F	Lorry parking/L/UL facilities

- (c) is abutting and accessible via Carpenter Road, which connects to Junction Road in the west and leading to various local roads in Kowloon City. The existing vehicular access is on Carpenter Road, and the Site is also accessible by pedestrians through Carpenter Road Park.

### 7.2 The surrounding areas have the following characteristics:

- (a) to the immediate north and east is the large area of open space including Carpenter Road Park and Kowloon Walled City Park; and at northwestern fringe of the residential area of Kowloon City;

<sup>8</sup> There was no information on the existing retail GFA in the general building plan, but as observed on site, eight floors (i.e. B2/F to 4/F; retail GFA per floor from around 4,600m<sup>2</sup> to 5,500m<sup>2</sup>) of the existing development are mainly for shop and services/eating place/place of entertainment uses.

- (b) to the immediate west across an unnamed lane is the 4-storey Holy Family Canossa School zoned “G/IC”, and a site zoned “R(A)2”<sup>9</sup> under construction which is subject to a maximum domestic PR of 7.5 or total PR of 9 and maximum BH of 100mPD. The latter has no direct frontage on the park;
- (c) across Carpenter Road to the south is primarily a residential area zoned “R(A)2” dominated with low and medium-rise residential developments with ground floor shop uses, and sporadically with new high-rise residential developments. These “R(A)2” zones are subject to BHR of 80mPD or 100mPD (for sites larger than 400m<sup>2</sup>); and
- (d) to the farther east within Kowloon City, the Urban Renewal Authority (URA) commenced the Kai Tak Road/Sa Po Road Development Scheme on 22.2.2019 (**Plan Z-1**). The proposed development is primarily for residential use with commercial components and is subject to a maximum domestic PR of 7.5 or total PR of 9 and maximum BH of 120mPD. According to the notional scheme, about 8,000m<sup>2</sup> non-domestic GFA (e.g. retail) will be provided. Moreover, there will be an underground PVP accommodating about 300 private car parking spaces, a sunken plaza of 1,000m<sup>2</sup> and GIC facilities of not less than 800m<sup>2</sup> GFA. The draft Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/1 was exhibited under s.5 of the Town Planning Ordinance on 5.7.2019. The development is targeted for completion in 2030/31.

## **8. Planning Intention**

The “OU” annotated “Commercial Development with Public Vehicle Park” zone is intended primarily for the existing commercial development with PVP, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.

## **9. Comments from Relevant Government Bureau/Departments**

- 9.1 The following Government bureau/departments have been consulted and their views on the application are summarised as follows:

### **Land Administration**

#### **9.1.1 Comments of the District Lands Officer/Kowloon East, Lands**

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<sup>9</sup> This site, with site area of 847.5m<sup>2</sup>, was zoned “R(A)2” since 1987. Prior to its “R(A)2” zone, it was zoned “Commercial/Residential” (“C/R”). A set of general building plans for a composite commercial/residential development thereof was approved by the Building Authority on 17.6.2019. Residential development is allowed under its lease.

Department (DLO/KE, LandsD):

- (a) The Site falls within NKIL 6056, which is held under Conditions of Sale No. 12078 for a term expiring on 30.6.2047, and varied or modified by two letters dated 21.6.2002 and 14.5.2012. The lot is restricted for non-industrial (excluding residential, hotel and godown) purposes.
- (b) The proposed development is in contravention of the lease conditions. If the planning application is approved by the Board, the lot owner shall apply to LandsD for a lease modification to effect the proposal. However, there is no guarantee that such application will be approved, and if approved, it shall be subject to such terms and conditions, including payment of premium, as considered appropriate by the LandsD acting in the capacity of landlord.

### **Traffic Aspect**

#### 9.1.2 Comments of the Commissioner for Transport (C for T):

While C for T has no in-principle objection to the proposed development permanently reprovisioning 449 public parking spaces, he does not agree to the lack of reprovisioning of temporary public parking spaces during demolition and construction stages. In sum, he has reservation on the application until the applicant could provide (i) a solution to the reprovisioning of public parking spaces during interim period to be agreed by C for T; and (ii) a review on the major changes in the transport mode of the area due to the commissioning of Shatin to Central Link (SCL). His comments are summarised as follows:

#### Temporary Carpark during Demolition and Construction Stages

##### *Parking Demand*

- (a) He notes that there is keen parking demand in the district, and with the repeated requests from KCDC members on provision of PVP, closure of the existing PVP during the interim period (i.e. demolition and construction stages) may cause a severe shortage of public parking spaces in the area. The applicant was asked to critically review the possibility of making temporary provision of parking spaces during the interim period.
- (b) Initially, the applicant conducted a survey by interview of current uses of the carpark and concluded that most of the users of the PVP are related to Kowloon City Plaza itself only. However, in response to C for T's comment that a more scientific approach should be adopted, the applicant revised the survey method as submitted in FI(5) by correlating the record of "parking offer" to

customers of Kowloon City Plaza with the overall parking demand information obtained from parking management of Kowloon City Plaza. The applicant claimed that as indicated by the survey, the parking demand unrelated to Kowloon City Plaza is minimal (i.e. maximum 80 nos. per hour in the evening peak during weekend).

- (c) Regarding the applicant's latest survey method, the KCDC member of Lung Shing Consistency submitted a survey as public comment which indicated that there would be severe parking demand (i.e. maximum 210 nos. during 3 hours in the evening) unrelated to Kowloon City Plaza. The applicant in FI(7) opines that the parking demand survey in the public comment is not based on an appropriate methodology and hence the results are not conclusive. C for T has no further comments on the applicant's assessment methodology, but does not agree to the applicant's view that the parking demand unrelated to Kowloon City Plaza is minimal.

#### *Supply of Parking Spaces*

- (d) To address the concerns of parking demand during the interim period, the applicant has identified a supply of private car parking spaces in the vicinity of Kowloon City Plaza (**Drawing Z-18**). Under the applicant's assessment, the supply of private car parking spaces mainly comes from the Lok Fu Estate Car Park which is 500m away from the Site, C for T has reservation on the applicant's assessment that the private car parking demand of the PVP can be absorbed by the identified car parks. Besides, the survey also identified that 21 nos. of goods vehicle rental parking are unrelated to Kowloon City Plaza, but parking demand for goods vehicles in the locality has not been addressed, which is not acceptable to C for T. C for T opines that the applicant has to propose a solution to address the parking demand of the PVP during the interim period, in order not to aggravate the illegal parking problems in the vicinity of the proposed development.

#### *Parking Review to be Conducted*

- (e) The applicant further proposes to conduct a 2-month parking demand review after the retail outlets are vacated while maintaining the operation of the PVP on-site to gauge the actual public parking demand unrelated to the shops and eating places at Kowloon City plaza and to propose mitigation measures, if needed. C for T has no comment on the applicant's proposal to conduct a 2-month parking demand review to confirm the extent of interim parking required. Regarding possible mitigation measures, the applicant indicated in FI(7) that sites may be identified for temporary car park through short term tenancy or

some street space may be converted to metered parking. Nevertheless, C for T has reservation on the application as he did not agree that the interim parking demand is minimal, the applicant has not demonstrated that they are able to provide practical measures to address the parking demand during demolition and construction stages, and that would aggravate the already acute illegal parking in Kowloon City.

#### Traffic Impact Assessment

- (f) He has no further comments on the revised TIA as a more reasonable growth rate of 1% per annum has been adopted, performance assessments on junctions of Nga Tsin Wai Road/Nam Kok Road and Nga Tsin Wai Road/Lung Kong Road has been included, the proposed design with a 7.3m-wide internal driveway could provide a queue length of not less than 36m (six vehicle-length) including a buffer of an additional 6m (one more vehicle space) to eliminate the parking queue onto public road. The TIA concluded that the identified junctions and pedestrian linkages will be operating with ample capacity under the design scenario, and hence the applicant did not propose improvements for pedestrian crossings and junction performance.
- (g) However, owing to the commissioning of Shatin to Central Link (SCL), the applicant claimed that the users of road-based transport would shift to railway services, altering the pedestrian circulation of the adjacent pavements of the future MTR entrance at Nam Kok Road. As there will be major changes in the transport mode of the area due to the commissioning of SCL in the near future, the applicant should provide information regarding these changes, in particular the assessment on the adequacy of facilities such as footpaths and crossings for the pedestrian flows generated by the proposed development after the commissioning of SCL. As the applicant has yet to provide the requested assessment, he shall reserve his comment in this aspect.

#### 9.1.3 Comments of the Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD):

He has no adverse comments to the application from highways maintenance point of view.

#### Environmental Aspect

#### 9.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) Based on the information received, he considers that with the implementation of the recommended mitigation measures (including control of air exhaust in car parks) and meeting the

buffer distance requirements (including air and noise) as stipulated in the HKPSG, insurmountable environmental impacts (air quality, noise and sewerage) are not anticipated.

- (b) To ensure that the proposed development will be designed and built in accordance with the recommendations of the NIA and will not cause/be subject to adverse noise impact, the future developer should be required to carry out a revised NIA for the development. In addition, in case the future development proposal cannot fulfill the HKPSG buffer distance requirements, the future developer is required to carry out a quantitative Air Quality Impact Assessment (AQIA) to demonstrate the environmental acceptability of the proposed development in respect of air quality as well as to identify appropriate mitigation measures, if necessary.

### **Urban Design, Landscape and Air Ventilation**

#### **9.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):**

##### **Urban Design and Visual**

- (a) The Site is located at the southwestern fringe of a huge area of district open space covering the size of ten or more street blocks. The large open space includes Kowloon Walled City Park and Carpenter Road Park. To the immediate west of the Site on the adjacent lot abutting Carpenter Road Park is a high-rise residential development under construction with a BHR of 100mPD but involving an area much smaller than the Site (**Plan Z-2**). To the northwest is an existing primary school with building structures ranging from about 16.8mPD to 30.2mPD. As to the area to the south side of Carpenter Road, between Junction Road and Sa Po Road, it is mainly intended for high density residential development with a two-tier BHR of 80mPD or 100mPD (for sites with an area of 400m<sup>2</sup> or above), it is currently characterized by mainly low-rise tenement blocks with some high-rise 'in-fill' blocks.
- (b) The proposed high-rise development may not significantly affect the character of the townscape as demonstrated in the relevant photomontages. Nevertheless, considering the spatial setting of the Site right next to Carpenter Road Park, a relatively low-rise built form would lend itself much better in responding to the predominant nature and use at the northern side of Carpenter Road, the applicant may consider providing more appropriate transitions that respect variation in height, massing and land uses to the immediate surrounding context.

### Air Ventilation

- (c) According to the AVA Report, the wind environment under the proposed scheme would be facilitated by various design measures detailed in paragraph 1.2 above. The applicant has proposed to add specific design measures into the Remarks of the Notes for “R(A)4” zone (**Appendix II**).
- (d) If the application is approved and in the event that the recommendations stated in the AVA Report are not adopted in future design scheme, submission of a further quantitative AVA should be required to identify alternate effective mitigation measures, such as building setback/gap and internal driveway/passageway on G/F, to alleviate the ventilation impact on the surrounding environment.

### Landscape

- (e) No objection from landscape planning point of view.

### **Open Space Management**

9.1.6 Comments of the Director of the Leisure and Cultural Services Department (DLCS):

- (a) If any trees in Carpenter Road Park are inevitably affected, prior application for tree felling/transplanting should be made in advance to DLCS for approval.
- (b) He reserves his right to comment on the project from tree protection and preservation perspective until he receives any formal request for giving advice on the formal tree removal application, if any, from the project proponent.

### **Building Matters**

9.1.7 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

- (a) He has no in-principle objection to the application.
- (b) Any rectangular horizontal plane of prescribed window of domestic flat projecting over the Carpenter Road Park would not be regarded as compliance with Building (Planning) Regulations 30 & 31.
- (c) The covered internal public corridor on G/F, big void on 1/F to 4/F are GFA accountable.



- (d) Detailed comments under the Buildings Ordinance (BO) will be provided at the building plan submission stage.

### **Electricity and Gas Safety**

- 9.1.8 Comments of the Director of Electrical and Mechanical Services (DEMS):

He has no particular comment on the application from electricity supply safety aspect. The parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans to find out whether there is any underground cable within and/or in the vicinity of the Site. The applicant is reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

### **Fire Safety**

- 9.1.9 Comments of the Director of Fire Services (D of FS):

No specific comments to the application. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.

### **Local Views**

- 9.1.10 Comments of the District Officer (Kowloon City), Home Affairs Department (DO(KC), HAD):

- (a) He has no comment on the application, but he noted that nearby residents and relevant KCDC members expressed objection for the application. The existing Kowloon City Plaza at Carpenter Road is the sole commercial shopping mall in Lung Shing area of Kowloon City. Both the local residents and the concerned KCDC members are worried that nearby residents would have to travel a long way to buy their daily necessities. Besides, they have all along been concerned about the traffic congestion problem in the vicinity. The proposed development will likely further aggravate the traffic congestion problem.
- (b) It is noted that PlanD has notified the interested KCDC members, the Lung Tong Area Committee as well as the Owners’ Committees/Mutual Aid Committees/Management Committees and residents of buildings near the Site about the planning application and that notified parties have been invited to make comments to the Board.

#### KCDC Meeting

- (c) The item of “Opposition to the Plan to Demolish Kowloon City Plaza for Constructing 31-storey Luxurious Residential Buildings (Y/K10/2)” (KCDC Paper No. 82/18 at **Appendix IIIa**) was discussed at the KCDC meeting held on 27.9.2018. During the meeting, a total of 15 KCDC members have expressed their oppositions to the proposed rezoning of the Site to “R(A)4” zone.
- (d) Meanwhile, a motion on opposing the rezoning application was passed unanimously on the grounds that Kowloon City Plaza is a landmark with locals’ collective memories, the only shopping mall and indoor cultural/performance venue in the area, and demolishing the Kowloon City Plaza for redevelopment of two 31-storey high rise developments would induce adverse traffic impacts. The extract of the minutes is at **Appendix IIIb**.

#### Lung Tong Area Committee Meetings

- (e) On 8.10.2018 and 14.1.2019, two motions on “Opposition to the Plan to Demolish Kowloon City Plaza for Constructing 31-storey Luxurious Residential Buildings (Y/K10/2)” were passed unanimously at the respective Lung Tong Area Committee meetings (**Appendices IIIc & IIId**). The rejection grounds are similar to those highlighted in paragraph 9.1.10 (d) above.

#### Kowloon City District Management Committee (KCDMC) Meeting

- (f) On 4.12.2018, the KCDC member representing the Lung Shing Constituency indicated his opposition to this rezoning application at KCDMC. The rejection grounds are similar to those highlighted in paragraph 9.1.10 (d) above. The letter of the DC member was received within the statutory comment period and processed as one of the public comments.

#### Housing and Infrastructure Committee (HIC) of KCDC

- (g) The item of “Strong Opposition against the Demolition of Kowloon City Plaza and Call for Limiting the Number of Consultations Held for the Same Application within a Specified Period of Time” (KCHIC Paper No. 39/19 at **Appendix IIIe**) was discussed at the HIC meeting held on 18.7.2019. In addition to the objection grounds similar to those highlighted in paragraph 9.1.10 (d) above, it was also proposed to limit the number of public consultations (i.e. public inspection periods for FI submissions) on the same application.

9.2 The following Government departments have no comment on/no objection to the application:

- (a) Chief Engineer/Construction, Water Supplies Department (CE/Construction, WSD);
- (b) Chief Engineer/Mainland South, Drainage Services Department (CE/Mainland, DSD); and
- (c) Commissioner of Police.

## 10. **Public Comments Received During Statutory Publication Period**

10.1 The application and the subsequent FIs were published for public inspection on 31.8.2018, 16.11.2018, 25.1.2019, 21.6.2019 and 20.9.2019. During the five statutory public inspection periods, a total of 4,067 comments, including 99 supportive/no objection to the application (samples at **Appendix IVa**), 3,966 opposing to the application (samples at **Appendix IVb**), one expressing view (**Appendix IVc**) and one having no comments (**Appendix IVd**) were received with details as follows:

Publication Period	FI no.	Supportive / no objection	Opposing	Expressing views / no comment	Total
21.8.2018 – 21.9.2018	-	16	2,024	-	<b>2,040</b>
16.11.2018 – 7.12.2018	FIs(1) & (2)	-	85	-	<b>85</b>
25.1.2019 – 15.2.2019	FI(3)	-	589	-	<b>589</b>
21.6.2019 – 12.7.2019	FI(4)	83	990	2	<b>1,075</b>
20.9.2019 – 11.10.2019	FI(5)	-	278	-	<b>278</b>
<b>Total</b>		<b>99</b>	<b>3,966</b>	<b>2</b>	<b>4,067</b>

10.2 The supportive comments are mainly from members of the public. The opposing comments were from three Legislative Council (LegCo) members, 18 KCDC members, Kwun Tong DC member, Sham Shui Po DC member, Kowloon City District Kai Fong Welfare Association, Chairmen of various Owners' Corporations of nearby buildings, trades/organisations operating in Kowloon City and individuals. One individual expressing views. One KCDC member expressing no further comments to the application<sup>10</sup>. A full set of the public comments is deposited at the meeting for Members' inspection.

<sup>10</sup> The KCDC member indicated no further comment on the application after reviewing FI(5). The same KCDC member indicated objection to the application during the first public inspection period.

Supportive/no objection (99 public comments) (Appendix IVa)

10.3 The major supportive comments/reasons are summarized as follows:

- (a) the proposed development would increase housing supply and provide about 500 parking spaces;
- (b) the existing Kowloon City Plaza is underutilized, not compatible with the surrounding and redevelopment is needed in an aging district;
- (c) the architectural design of the proposed development would bring positive visual effect for the area, improve air ventilation and connectivity between Carpenter Road and the parks;
- (d) the proposed development would provide more community space; and
- (e) the nearby commercial development (i.e. Festival Walk) can satisfy the local need.

Opposing (3,966 public comments) (Appendix IVb)

10.4 The major opposing views of the public comments are summarized as follows:

- (a) the proposed development is not compatible with the permissible BHR of 80mPD of the surrounding “R(A)2” zones and not in line with the planning intention;
- (b) it would induce adverse traffic, air ventilation, visual and sunlight penetration impacts to the surrounding areas. The tall building would cause ‘wall effect’. The number of car parking spaces is not sufficient in the area and the PVP will be taken up by the future residents of the proposed development instead of the public;
- (c) visitors to Kowloon City would be drastically reduced without Kowloon City Plaza; the redevelopment proposal would generate disturbance to local economic activities and cause adverse economic impacts to the eating places and shops near Kowloon City Plaza and reduce local employment opportunities;
- (d) Kowloon City Plaza is an iconic landmark and contains local characteristics, demolishing the only well-established shopping mall in the district is a loss of collective memory and the only community gathering place in Kowloon City. The residential floor space proposal is much more than commercial floor space, and there is insufficient supporting commercial facilities;
- (e) the Government and developers should treasure the value of the citizens, make good use of the historical background and create a balance between commercial and conservation proposals; and

- (f) traffic condition would become horrific if there is no provision of temporary carpark during the construction stage of the proposed development. A parking survey was conducted from 6pm to 9pm on 20.9.2019 to 22.9.2019 by a KCDC member of the Lung Shing Constituency to demonstrate that there would be on-street parking demand of a maximum of 210 vehicles (on Friday evening peak) and more after the demolition of Kowloon City Plaza.

## **11. Planning Considerations and Assessments**

- 11.1 The application is for rezoning of the Site from OU” annotated “Commercial Development with Public Vehicle Park” to “R(A)4” subject to maximum PR of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, and a maximum BHR of 100mPD. As shown in the indicative scheme submitted by the applicant, a development comprising two 22-storey residential towers over a podium with residents’ clubhouse and retail uses and 5 basement levels of car parking facilities is proposed. The applicant proposes to stipulate the design features as detailed in paragraph 1.2 above as statutory requirements under the Notes. The applicant’s proposed Notes for the “R(A)4” zone is in **Appendix II**.

### Land Use Planning

- 11.2 Under its previous “G/IC” zoning prior to 2003, the Site was designated for a multi-storey vehicle park to alleviate the acute shortage of parking facilities in the area. In 1988, before the site was sold by public auction in 1989, a planning application (No. A/K10/71) was approved by the Board for inclusion of commercial uses (excluding residential, hotel and godown but including theatre/cinema) in the multi-storey vehicle park at the Site. In 2003, to better reflect the existing uses, the Site was rezoned to the current “OU” annotated “Commercial Development with Public Vehicle Park” zoning. The zoning restricted the development intensity to that of the existing development, i.e. GFA of 47,858m<sup>2</sup> (equivalent to PR of 8.08). In 2008, a BHR of 36mPD reflecting the existing BH was stipulated on the “OU” zone.

### *Interim Public Carpark Provision*

- 11.3 The Site was sold by auction in 1989, with a specific land sale condition for provision of a public vehicle park with 500 spaces (later modified to 449 spaces in 2012). The Site was planned and implemented as a PVP and local shopping centre to serve the immediate neighbourhood since 1993. To cater for the parking demand, the applicant proposed the same number of PVP as the existing (i.e. 449) upon redevelopment. C for T has no comment on the traffic impact and PVP provision in the proposed rezoning. However, C for T and the local community and KCDC members do not agree with the applicant’s claim that the parking demand during demolition and construction stages is minimal and can be absorbed by the carparks in the vicinity, and the non-provision of public

parking spaces during the demolition and construction stages is unacceptable. In response, the applicant proposed that subject to a 2-month parking demand review after closure of retail premises on the Site, mitigation measures such as sites for temporary car park by short term tenancy or converting some street space to metered parking can be identified to address the interim parking demand. However, C for T has reservation on the application in this regard as the applicant has not demonstrated that they are able to provide practical measures to address the parking demand during demolition and construction stages, and that would aggravate the already acute illegal parking in Kowloon City.

### *Retail*

- 11.4 Locals have grave concerns on reduction of retail spaces at the Site and the loss of the only local shopping centre as well as a loss of venue for holding community gatherings in Kowloon City. The applicant indicated that the existing retail GFA is about 36,518m<sup>2</sup> and that in the indicative scheme a retail GFA of 8,881.5m<sup>2</sup> is proposed. The applicant claimed that existing active retail uses only accounts for about 9,000m<sup>2</sup>, which is almost equivalent to the proposed non-domestic GFA in the indicative scheme, and the future retail in the proposed development would serve the neighbourhood. In addition, the applicant estimated that there will be about 130,000m<sup>2</sup> of additional retail GFA to be provided upon redevelopment of the Kowloon City neighborhood, and there will be large shopping malls and street shops in the Kai Tak Development Area to supplement the supply of retail GFA.
- 11.5 There are existing and committed major shopping malls in the locality and the closest one is Lok Fu Place (about 800m north of Kowloon City Plaza) (**Plan Z-3**). According to the notional scheme at URA's Kai Tak Road/Sa Po Road Development Scheme in the eastern fringe of Kowloon City (tentative completion 2030/31), about 8,000m<sup>2</sup> non-domestic GFA (including retail and eating place) will be provided (**Plan Z-1**). There will be a pedestrian subway (tentative completion in 2024/25) connecting Kowloon City and the northwestern part of Kai Tak Development Area with the planned underground shopping street. The committed developments with commercial facilities in the Kai Tak Development Area amount to about 153,000m<sup>2</sup> retail GFA (earliest completion in 2022) (**Plan Z-3**). Nevertheless, the planned retail uses at a further distance would be completed in a few years' time and may cause short term inconvenience to local residents. The applicant claimed that there would be about 130,000m<sup>2</sup> of additional retail GFA to be provided upon redevelopment in Kowloon City. In PlanD's rough checking, the applicant's projection is considered on the high-side<sup>11</sup>.

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<sup>11</sup> As most of the existing tenement buildings in Kowloon City are low and medium-rise residential developments with ground floor shop uses, it is assumed the non-domestic PR of the existing developments is 1. Therefore, the additional non-domestic PR of about 0.5 for new developments is estimated. Since the total area of those "R(A)2" sites which currently have no concrete plan for redevelopment is about 67,000m<sup>2</sup>, the estimated new non-domestic GFA would be about 33,500m<sup>2</sup> upon redevelopment of Kowloon City area in future.

- 11.6 Regarding the concerns of the locals that demolition of Kowloon City Plaza will result in loss of the only venue in Kowloon City for holding community gatherings, the applicant has not provided any response to address this concern.

*Housing and Development Intensity*

- 11.7 As stated in the Policy Address 2019, housing is the toughest livelihood issue facing Hong Kong society. Rezoning the Site to include residential uses would increase the housing supply, and residential use is considered not incompatible in land use terms with the surrounding areas. The proposed PR and BH are in line with that permissible under “R(A)2” zone covering the Kowloon City area. The applicant has submitted concerned technical assessments to demonstrate that the proposed development would not cause any insurmountable problems on environmental, sewerage, drainage and water supplies aspects and concerned Government departments have no adverse comment on the application from those technical aspects. The proposal would better utilize the land in providing more housing on the Site, maintaining the same number of PVP and providing a local shopping facility, albeit of smaller scale. It is considered in line with the Government housing policy and not incompatible with the permissible BHR of 80mPD or 100mPD of the “R(A)2” zone in the vicinity.

*Urban Design/Visual and Air Ventilation*

- 11.8 The Site is immediately abutting a large area of open space (i.e. Carpenter Road Park and Kowloon Walled City Park), and to its west is a 4-storey school (subject to BHR of 8 storeys) (**Plans Z-1 to Z-2 and Z-4**). While the proposed high-rise development may not significantly affect the character of the townscape, CTP/UD&L of PlanD opines that the applicant may consider providing more appropriate transitions that respect variations in height, massing and land uses to the immediate surrounding context.
- 11.9 The applicant suggested air ventilation mitigation measures and good design features as highlighted in paragraph 1.2 and suggested to incorporate them as requirement to be stipulated in the Remarks of the Notes for “R(A)4” zone. CTP/UD&L of PlanD considers that the submission of a further AVA study should be required if alternative air ventilation-related mitigation measures are to be used.

*Others*

- 11.10 Other concerned departments, including DLO/KE of LandsD, CBS/K of BD, DEP, D of FS and CTP/UD&L of PlanD have no adverse comments on the application on land administrative, building matters, environmental, fire safety and landscape aspects.

### Implementation

- 11.11 The applicant proposed to include various design measures specific to the indicative scheme in the Remarks of the proposed "R(A)4" zone as mentioned in paragraph 1.2. However, the proposed design measures (e.g. the internal pedestrian passage on G/F, internal driveway and building separation between residential blocks) are too specific to the indicative scheme and not appropriate to be stipulated as statutory planning controls under OZP. The design measures and detailed assessments proposed by the applicant may be stated in the ES and/or included as lease conditions and subject to agreement at lease modification stage.

### Public Comments

- 11.12 A total of 4,067 public comments were received, with majority opposing to the application as set out in paragraphs 10.2 and 10.4 above. The supporting comments are noted, regarding the reasons for objecting the application, the above assessment is relevant.
- 11.13 In view of the above, the long-term use of the proposed residential development with commercial facilities and the reprovisioning of 449 public parking spaces can increase housing supply, it is considered not incompatible with the surrounding developments and would allow better utilization of the Site. There is planned supply of retail floor space to serve local needs in the medium and long term. Concerned departments have no adverse comments on / no objection to the rezoning proposal for the permanent development. The Site was planned and was sold to the developer to serve a specific purpose to provide a PVP to serve local needs, but the applicant has not provided practical measures to address the demand of public parking spaces at the interim stage to address C for T's and local concerns, hence, it is considered pre-mature to rezone the Site.

## **12. Planning Department's Views**

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments as mentioned in paragraph 10, the Planning Department does not support the application for the following reason:

the site was planned and implemented as a public vehicle park with commercial uses to serve the local neighbourhood. The proposed rezoning without practical measures to address demand for public parking spaces during demolition and construction stages will aggravate illegal parking in Kowloon City. It is pre-mature to rezone the site as proposed by the applicant.

- 12.2 Alternatively, should the Committee decide to agree or partially agree to the subject application, for rezoning the Site to "R(A)4" with a maximum domestic PR of 7.5 and total PR of 9.0, and a BHR of 100mPD. PlanD would work out suitable amendments to the OZP and Notes for the Committee's agreement prior to gazetting under the Town Planning Ordinance.



### **13 Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 13.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

### **14 Attachments**

<b>Appendix I</b>	Application form received on 22.8.2018
<b>Appendix Ia</b>	Supplementary planning statement
<b>Appendix Ib</b>	FI received on 6.11.2018
<b>Appendix Ic</b>	FI received on 12.11.2018
<b>Appendix Id</b>	FI received on 18.1.2019
<b>Appendix Ie</b>	FI received on 12.6.2019
<b>Appendix If</b>	FI received on 11.9.2019
<b>Appendix Ig</b>	FI received on 25.9.2019
<b>Appendix Ih</b>	FI received on 5.11.2019
<b>Appendix II</b>	A set of Notes for “R(A)4” zone proposed by the applicant
<b>Appendix IIIa</b>	KCDC Paper No. 82/18
<b>Appendix IIIb</b>	Extract of the minutes for the KCDC meeting held on 27.9.2018
<b>Appendix IIIc</b>	Lung Tong Area Committee’s letter dated 10.10.2018
<b>Appendix IIId</b>	Lung Tong Area Committee’s letter dated 24.1.2019
<b>Appendix IIIe</b>	KCHIC Paper No. 39/19
<b>Appendices IVa to IVd</b>	Samples of public comments
<b>Drawing Z-1</b>	Block plan
<b>Drawings Z-2 to Z-7</b>	Floor plans and schematic section
<b>Drawing Z-8</b>	Photomontages
<b>Drawing Z-9</b>	North entrance perspective
<b>Drawing Z-10</b>	Viewpoint from Quarry Bay Park
<b>Drawings Z-11 to Z-17</b>	Floor plans and section of landscape proposal
<b>Drawing Z-18</b>	Existing carparks in the vicinity
<b>Plan Z-1</b>	Location Plan
<b>Plan Z-2</b>	Site Plan
<b>Plan Z-3</b>	Nearby Major Shopping Malls
<b>Plans Z-4 to Z-5</b>	Site Photos