

# **TOWN PLANNING BOARD**

**TPB Paper No. 10304**  
**For Consideration by the**  
**Town Planning Board on 21.7.2017**

**CONSIDERATION OF REPRESENTATIONS NO. R1 TO R7**  
**AND COMMENT NO. C1 IN RESPECT OF THE**  
**DRAFT KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/20**

**CONSIDERATION OF REPRESENTATIONS NO. R1 TO R7  
AND COMMENT NO. C1 IN RESPECT OF THE  
DRAFT KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/20**

<b>Subject of Representations</b>	<b>Representers (No. TPB/R/S/K18/20-R1 to R7) <u>Total: 7</u></b>	<b>Commenter (No. TPB/R/S/K18/20-C1) <u>Total: 1</u></b>
<b><u>Amendment Item A</u></b> Rezoning a piece of land near the junction of Lung Cheung Road and Lion Rock Tunnel Road from “Green Belt” (“GB”) to “Residential (Group C) 11” (“R(C)11”)	<u>Oppose (7)</u> <b>R1:</b> Green Sense <b>R2 to R7:</b> Individuals	<u>Support R1, R3 and R6 (1)</u> <b>C1:</b> Individual
<b><u>Amendment Item B1</u></b> Rezoning of a strip of land abutting the northern kerb of Lung Cheung Road from “GB” to an area shown as ‘Road’		
<b><u>Amendment Item B2</u></b> Rezoning of a strip of land abutting the southern kerb of Lung Cheung Road from “GB” to an area shown as ‘Road’		
<b><u>Amendments (a) and (b) to the Notes of the Plan</u></b> Revision to the Remarks of the Notes for the “R(C)” zone to incorporate plot ratio (PR) and building height (BH) restrictions for the “R(C)11” sub-zone and allow for minor relaxation of the BH restriction	<u>Oppose (1)</u> <b>R6:</b> Individual	

## **1. Introduction**

- 1.1 On 13.1.2017, the draft Kowloon Tong Outline Zoning Plan No. S/K18/20 (the Plan) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments are set out in the Schedule of Amendments at **Annex II**. During the two-month exhibition period, a total of 7 representations were received. On 24.3.2017, the Town Planning Board (the

Board) published the representations for three weeks for public comments and 1 comment was received (**Annex III**).

- 1.2 The amendments mainly involve rezoning a piece of land near the junction of Lung Cheung Road and Lion Rock Tunnel Road (the Site) from “GB” to “R(C)11” (Amendment Item (Item) A) and rezoning two strips of land from “GB” to areas shown as ‘Road’ for the associated road works (Items B1 and B2) (**Plan H-1**). The Notes of the “R(C)” zone was amended to stipulate a PR restriction of 3.6 and BH restriction of 160 metres above Principal Datum (mPD) (Amendment (a) to the Notes of the Plan) as well as allowing for minor relaxation of BH restriction for the new “R(C)11” sub-zone (Amendment (b) to the Notes of the Plan).
- 1.3 All of the representations oppose Items A, B1 and B2, and one of the representations also opposes the amendments to the Notes.
- 1.4 On 2.6.2017, the Board agreed to consider all the representations and comment collectively in one group. This paper is to provide the Board with information for consideration of the representations and comment. The representers and commenter have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## **2. Background**

- 2.1 To meet the pressing need for housing supply, the Government has adopted a multi-pronged strategy to increase housing land supply in the short, medium and long term. Among other measures, steps have been taken to review the “GB” sites two stages. The Stage 1 review mainly focused on “GB” sites which had been devegetated, deserted or formed and did not require extensive tree felling or slope cutting. The Stage 2 review covered the remaining “GB” sites which are located on the fringe of urban or new development areas with a relatively lower buffer or conservation value, including those sites which are close to existing developed areas or public roads, close to transport infrastructure and with supporting facilities such as water supply and sewerage. The Site is identified suitable for private housing development in the Stage 2 “GB” review.
- 2.2 The Site (about 1.13ha), located at the mid-hill of Beacon Hill, is identified as suitable for private housing development. Taking into account the compatibility with the surrounding developments and availability of infrastructure provisions, the Site was rezoned to “R(C)11” with a maximum PR of 3.6 and maximum BH of 160mPD. The proposed private housing development will be about 20-storey in height and providing about 680 flats.
- 2.3 The OZP amendments were agreed by the Metro Planning Committee (MPC) of the Board on 23.12.2016. The relevant MPC Paper No. 20/16 and the minutes of the MPC meeting are deposited at the Board’s Secretariat for Members’ inspection. The MPC Paper and the minutes are also available at the Board’s website.
- 2.4 Various technical assessments were conducted to support rezoning the Site, and submitted to the MPC for their consideration of the proposed amendments to the OZP on 23.12.2016. A summary of the traffic impact assessment (TIA), expert evaluation on air ventilation assessment (AVA), visual appraisal and landscape

assessment are deposited at the Board's Secretariat for Members' inspection.

### **3. Consultation with Kowloon City District Council**

- 3.1 Prior to submission of the proposed OZP amendments to MPC for consideration, the Kowloon City District Council (KCDC) was consulted. Members of the KCDC had raised no adverse comment on the proposed amendments to the OZP, and proposed to adjust the footbridge alignment to allow safe pedestrian connection between the proposed bus stop lay-by at the westbound carriageway of Lung Cheung Road across the slip road to the Broadcast Drive area. The relevant extract of the meeting minutes is at **Annex VII**.
- 3.2 Taking into account the views of KCDC, the design of the footbridge had been reviewed and revised to include an elevated crossing over the slip road from the Lung Cheung Road westbound carriageway to reach the eastern part of Lung Cheung Road Park and the Broadcast Drive area (**Plan H-6**). KCDC's views, together with the proposed amendments to the OZP and the abovementioned revision to footbridge alignment, were reported to MPC on 23.12.2016. Upon its publication, the Plan was circulated to members of the Housing and Infrastructure Committee of KCDC and no comment was received.

### **4. The Representations**

#### **4.1 Subject of Representations (Plan H-2)**

4.1.1 A total of 7 representations were received and the subjects of representations are as follows:

- (a) **R1** from Green Sense and **R2** to **R7** from individuals oppose the Plan (Items A, B1 and B2); and
- (b) **R6** also opposes the amendments to the Notes.

4.1.2 The representations and comment are at **Annexes IV** and **V**, and summary of the representations and comment and Government departments' responses is at **Annex VI**.

#### **4.2 Major Grounds of Representations**

The major opposing grounds of the representations are summarized below. For specific grounds of each representation, please refer to **Annexes IV** and **VI**.

##### *Green Belt Policy*

- (a) the rezoning does not meet the "Town Planning Board Guidelines for Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance (TPB PG-No. 10)" in that there should be presumption against development in "GB" zone and residential development is not a suitable use for the "GB" site (**R6**);

(b) the Site is close to Lion Rock Country Park and should be retained as green belt buffer and maintain visual openness of the Site (**R3 and R6**);

(c) the Site comprises vegetated woodland and should not be used for development of luxury flats (**R1 to R5 and R7**);

#### *Housing Demand and Supply*

(d) there is no shortage of land for the development of luxury flats in Hong Kong. Rezoning “GB” sites for such use will not help to address overall housing problem, but will lead to speculation and escalated property prices. To address the housing problem, brownfield sites and vacant Government land should be developed before “GB” sites. The Government should also control population growth (**R1 to R5 and R7**);

#### *Development Impacts*

(e) the Site is close to the Lion Rock Tunnel portal and is not suitable for housing as it will be subject to air and noise pollution (**R1**);

(f) the proposed development will generate additional traffic near the Lion Rock Tunnel and will create adverse traffic impact (**R5**); and

#### *Planning Process*

(g) including the Site in the 2017-18 land sale programme (LSP) before the completion of the rezoning is a mockery of the town planning process (**R5**).

### 4.3 Representers’ Proposals

The representers’ proposals are summarized as follows:

(a) to retain the “GB” zone (**R1 to R7**); and

(b) to lower the PR to 0.4 if rezoning of the Site to residential is permitted (**R6**).

## 5. Comment on Representations

The comment (C1) (submitted by **R5**) supports **R1** and representations that propose development of brownfield sites and vacant Government land before “GB” sites (i.e. **R3 and R6**) and opposes the amendments on grounds similar to those raised in the representations as highlighted in paragraph 4.2 above. In addition, **C1** states that the Site does not meet the criteria for rezoning “GB” sites, i.e. devegetated, deserted or formed site that have relatively low value as conservation or buffer zones.

## 6. Planning Considerations and Assessment

### 6.1 The Representation Sites and their Surroundings

### *Item A*

- 6.1.1 The Site (about 1.13ha), zoned “R(C)11”, is on Government land at the southeastern corner of a larger “GB” zone near the junction of Lung Cheung Road and Lion Rock Tunnel Road. It is served by an existing access road from the eastbound of Lung Cheung Road. The southern and eastern portion of the Site is covered by wooded areas, while the northern portion is paved and currently allocated to the Water Supplies Department (WSD) as temporary works area and storage compound. There is a culvert passing through the eastern part of the Site (**Plans H-3, H-4a, H-4b and H-6**).
- 6.1.2 The surrounding areas of the Site include:
- (a) a service reservoir, zoned “Government, Institution or Community (1)”, (“G/IC(1)”) abuts the northern boundary of the Site (**Plans H-2 and H-3**);
  - (b) to the south of the Site, across Lung Cheung Road, is the Lung Cheung Road Park that falls within “Open Space” (“O”) and “GB” zones (**Plans H-2 and H-3**); and
  - (c) to the further south and southwest across Lung Cheung Road are low to medium-rise, low-density residential developments in the Beacon Hill and Broadcast Drive areas, which are mainly zoned “R(C)6” with a PR restriction of 3 and BH restriction of 13 storeys. Part of the Broadcast Drive area to the south of Waterloo Road is zoned “R(C)10” with a PR restriction of 3 and BH restriction of 10 storeys (**Plan H-3**).

### *Items B1 and B2*

- 6.1.3 To enhance the accessibility and pedestrian connectivity for the proposed housing development at the Site, the existing access road will be enhanced and new bus stop lay-bys, acceleration and deceleration lanes, and a new footbridge with barrier-free access provisions across Lung Cheung Road and its associated slip road are proposed (**Plan H-6**).
- 6.1.4 To facilitate the abovementioned road modifications, some areas zoned “GB” along the northern kerb of Lung Cheung Road (about 0.16ha) (Item B1), which covers the existing access road and adjoining slope, and along the southern kerb of Lung Cheung Road (about 0.07ha) (Item B2), which covers the roadside slope, are rezoned to areas shown as ‘Road’ (**Plans H-2, H-3, H-4a and H-4c**).

## 6.2 Planning Intention

The “R(C)” zone is intended primarily for low to medium-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

## 6.3 Responses to Grounds of Representations

### *Green Belt Policy*

- 6.3.1 Rezoning of “GB” sites is one of the measures of the multi-pronged approach to meet housing and other development needs. The Site is identified suitable for private housing development in the Stage 2 “GB” review as highlighted in paragraph 2.1 above.
- 6.3.2 The Site meets the criteria for rezoning “GB” sites. It is adjacent to developed area at urban fringe and close to transport infrastructure with an existing access road leading to Lung Cheung Road. Taking into account the technical assessments, relevant government departments have advised that with appropriate mitigation measures, there will be no insurmountable impacts from rezoning the Site for residential use on traffic, visual, landscape and air ventilation perspectives. The northern portion of the Site is already paved and currently occupied by works area and storage compound of WSD; the natural slope further north is buffered by the service reservoir; and it is about 380m to the south of Lion Rock Country Park (**Plan H-2**), and not connected to any walking trails.
- 6.3.3 According to the tree survey, about 410 trees of common species are identified within the Site and 350 trees are within the adjoining road side slope areas (under “GB” zoning). Another 55 trees are located within the areas to be occupied by the proposed bus stop lay-bys and deceleration lane along the eastbound of Lung Cheung Road (Item B1); 70 trees are within the areas to be occupied by the acceleration taper, proposed bus stop lay-bys and associated structures of the footbridge along the westbound carriageway of Lung Cheung Road (Item B2); and 25 trees are within an area to be occupied by associated structures of the footbridge section across the slip road. No rare species or Registered Old and Valuable Trees are found within the concerned areas.
- 6.3.4 The proposed rezoning would necessitate removal of existing woodland, modifications of existing topography and an existing culvert. The wooded hillside landscape character along the periphery of Lung Cheung Road and Lion Rock Tunnel Road would also be altered. To minimize any possible adverse impact to existing landscape resources, future development should incorporate mitigation measures including the provision of a 20m-landscape buffer (under “GB” zoning) along Lung Cheung Road and Lion Rock Tunnel Road abutting the site boundary, preservation of existing trees within the landscape buffer as far as possible, and proper tree preservation and compensation within the Site. To maximize greening opportunity and enhance greening provision of the Site, a higher green coverage of 30% shall be applied to the Site. Such requirements shall be incorporated in the land sale conditions of the Site.
- 6.3.5 In respect of **R6**’s concern that the rezoning is not in line with TPB PG-No. 10, the Site is identified as suitable for residential development in the GB review and is no longer needed to serve a “GB” function after taking into account the considerations set out in paragraphs 6.3.1 and 6.3.2 above. Upon its rezoning to “R(C)11”, the TPB PG-No. 10 which is for consideration of planning application for developments within “GB” zone, is no longer applicable.

### *Housing Demand and Supply*

- 6.3.6 In view of the acute housing shortage problem, the Government has adopted a multi-pronged approach to increase the housing supply in the short, medium and long term. The Government will take forward a number of major land supply projects to increase land supply in the medium to long term, including but not limited to New Development Areas, extension of new town and New Territories North Development, as well as studying brownfield sites. Besides, the Government is now working on its territorial development strategy (Hong Kong 2030+) to set out long term broad directions for land supply and town planning which has taken into account considerations including but not limited to Hong Kong's future population. However, to address the acute housing shortage problem, measures to increase land supply in short to medium term including the subject rezoning are still required.

### *Development Impacts*

- 6.3.7 The Site is located 100m from the tunnel portal opening of Lion Rock Tunnel in the northeast corner and 20m from road kerbs of Lung Cheung Road and Lion Rock Tunnel Road, and the Director of Environmental Protection (DEP) advised that insurmountable air quality impact is not anticipated. In addition, the future developer of the Site is required to adopt appropriate measures to mitigate vehicular emission impacts, and to conduct Noise Impact Assessment to identify the noise mitigation measures required for the housing development in compliance with relevant environmental legislations. Such requirements shall be incorporated in the land sale conditions of the Site.
- 6.3.8 Local road improvements, as highlighted in paragraph 6.1.3 and shown in **Plan H-6**, have been proposed to enhance accessibility and pedestrian connectivity for the proposed housing development at the Site. For traffic impacts, according to the TIA conducted, the vehicular traffic generation and attraction from the proposed housing development will be approximately 115 passenger car unit/hour (pcu/hr) in the am peak and 80 pcu/hr in the pm peak. The overall trip generation from the development is minimal when compared with the existing flows at the junctions and major road links (including Lung Cheung Road), and has minimal impacts on the road network.

### *Planning Process*

- 6.3.9 The statutory and administrative procedures in consulting the public have been duly followed. In processing the subject OZP amendments, Planning Department (PlanD) has followed the established procedures including departmental consultation, DC consultation, Board submission, and gazetting under the Ordinance. Prior to submission to MPC, the KCDC was consulted on 17.11.2016. The views collected were submitted to MPC for consideration on 23.12.2016. The exhibition of the OZP for public inspection also forms part of the statutory consultation process under the Ordinance.



6.3.10 It is the established practice of the Government to formulate and announce the LSP on an annual basis, and to include the LSP sites that it anticipates can be made available for sale in the market during that year. Some of the individual sites in the LSP may not be immediately available pending completion of various processes, but are anticipated to be available within the year. This arrangement provides the market with the information about anticipated land supply and facilitates the necessary preparation by the market. The Site will only be put up for sale if the amendments to the OZP are agreed by the Board and after the plan making process is completed.

#### 6.4 Responses to Representers' Proposals

6.4.1 Rezoning of the "GB" site for residential use is considered suitable for reasons in paragraphs 6.3.1 to 6.3.4 above.

6.4.2 On **R6**'s proposal to lower the PR to 0.4, the Site falls within the northern part of Kowloon Tong covering the area between Lung Cheung Road and Cornwall Street/Junction Road which falls within the Residential Density Zone 3 area. Based on the maximum PR for sites within Residential Density Zone 3 area under the Hong Kong Planning Standards and Guidelines, a PR of 3.6 is adopted for the Site, which is considered compatible with the surrounding context and the maximum PR of 3 for the "R(C)6" and "R(C)10" sites in the Beacon Hill and Broadcast Drive areas.

6.4.3 The Site is the only residential site north of Lung Cheung Road on the Kowloon Tong OZP. According to the visual appraisal undertaken by PlanD (photomontages in **Plans H-5a to H-5c**), the proposed low to medium-rise, low-density residential development would be visually compatible with the surrounding context, and the impact on the overall mountain backdrop is considered insignificant and acceptable.

#### 6.5 Responses to Grounds of Comment

The grounds of the comment are similar to those of the representations and the responses in paragraphs 6.3 and 6.4 are relevant.

### 7. Departmental Consultation

The following Government departments have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:

- (a) Director of Agriculture, Fisheries and Conservation;
- (b) DEP;
- (c) Director of Fire Services;
- (d) Director of Leisure and Cultural Services;
- (e) Commissioner for Transport;
- (f) Commissioner of Police;
- (g) Chief Highway Engineer/New Territories East, Highways Department (HyD);
- (h) Chief Highway Engineer/Kowloon, HyD;
- (i) Chief Building Surveyor/Kowloon, Buildings Department;
- (j) District Lands Officer/Kowloon East, Lands Department;

- (k) District Officer (Kowloon City), Home Affairs Department;
- (l) Project Manager/Kowloon, Civil Engineering and Development Department (CEDD);
- (m) Head of Geotechnical Engineering Office, CEDD;
- (n) Chief Architect/Central Management Division 2, Architectural Services Department;
- (o) Chief Engineer/Construction, WSD; and
- (p) Chief Town Planner/Urban Design and Landscape, PlanD.

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

8.1 Based on the assessment in paragraph 6 above and for the following reasons, PlanD does not support R1 to R7 and considers that the Plan should not be amended to meet the representations:

- (a) land suitable for development in Hong Kong is scarce and there is a need for optimizing land available to meet the pressing demand for housing. Rezoning of “Green Belt” sites is one of the measures of the multi-pronged approach to meet housing and other development needs. As the Site under Item A is considered suitable for housing development, it is appropriate to rezone the Site for residential use. The rezoning under Items B1 and B2 is for road works to facilitate the proposed housing development;
- (b) the Site is located at the fringe of developed areas with good accessibility, partly paved and is not close to the Lion Rock Country Park. It is suitable for low to medium-rise, low-density residential development that is compatible in the local context and would not generate insurmountable impacts from traffic, visual, air ventilation, landscape, environmental and infrastructural aspects;
- (c) the plot ratio of the “R(C)11” zone is suitable and compatible with the surrounding context (**R6**); and
- (d) the statutory and administrative procedures in consulting the public on the zoning amendments have been duly followed. The exhibition of the OZP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance (**R5**).

## 9. **Decision Sought**

The Board is invited to give consideration to the representations and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

## 10. **Attachments**

- Annex I** Draft Kowloon Tong OZP No. S/K18/20 (reduced size)
- Annex II** Schedule of Amendments to the Approved Kowloon Tong OZP No. S/K18/19
- Annex III** List of Representers and Commenter
- Annex IV** Representations on the draft Kowloon Tong OZP No. S/K18/20

- Annex V** Comment on the draft Kowloon Tong OZP No. S/K18/20
- Annex VI** Summary of Representations and Comment and Government Departments' Responses
- Annex VII** Extract of Minutes of KCDC meeting held on 17.11.2016
- Plan H-1** Location Plan
- Plan H-2** Location Plan of Representation Sites
- Plan H-3** Aerial Photo
- Plan H-4a-c** Site Photos
- Plan H-5a-c** Photomontage
- Plan H-6** Proposed Transport Related Provisions

**PLANNING DEPARTMENT**  
**JULY 2017**