



**SCHEDULE OF AMENDMENTS TO THE
APPROVED HUNG HOM OUTLINE ZONING PLAN NO. S/K9/26
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A1 – Rezoning of a site south of Hung Luen Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Other Specified Uses” annotated “Hotel(1)” (“OU(Hotel)(1)”) with stipulation of building height restrictions; and designation of a strip of land along southern boundary as non-building area.
- Item A2 – Rezoning of a site at the junction of Hung Luen Road and Kin Wan Street from “CDA(2)” to “Commercial (7)” (“C(7)”) with stipulation of building height restrictions; and designation of two strips of land along eastern and southern boundaries as non-building area.

Since the construction works of the Mass Transit Railway Kwun Tong Line Extension have been completed, opportunity is taken to delete the annotations indicating its authorization by the Chief Executive in Council under the Railway Ordinance (Chapter 519).

II. Amendments to the Notes of the Plan

- (a) Revision of ‘Flat (not applicable to land designated C(2), C(3) and C(6))’ to ‘Flat’ under Column 2 of “C” zone.
- (b) Revision to the Remarks of the Notes for the “C” zone to incorporate development restrictions and requirements for the new “C(7)” sub-zone.
- (c) Revision of “CDA” zone to delete the “CDA(1)” and “CDA(2)” sub-zones.
- (d) Incorporate ‘Eating Place (on land designated “OU(Hotel)(1)” only)’, ‘Public Transport Terminus or Station (excluding open-air terminus or station)(on land designated “OU(Hotel)(1)” only)’ and ‘Shop and Services (on land designated “OU(Hotel)(1)” only)’ as Column 1 uses, and ‘Flat’ as a Column 2 use for “OU(Hotel)” zone.
- (e) Revision to the Remarks of the Notes for the “OU(Hotel)” zone to incorporate development restrictions and requirements for the new “OU(Hotel)(1)” sub-zone.
- (f) Deletion of ‘Market’ from Column 2 of the “CDA” and “Residential (Group B)” zones.
- (g) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of “Residential (Group A)” and “Government,

Institution or Community” zones.

Town Planning Board

9 July 2021

**List of Representers and Commenter in respect of
the Draft Hung Hom Outline Zoning Plan No. S/K9/27**

I. List of Representers

Representation No. (TPB/R/S/K9/27-)	Name of Representer
R1	Paulus Johannes Zimmerman
R2	Mary Mulvihill

II. List of Commenter

Comment No. (TPB/R/S/K9/27-)	Name of Commenter
C1	Mary Mulvihill

Minutes of 1247th Meeting of the
Town Planning Board held on 18.6.2021

Present

Permanent Secretary for Development
(Planning and Lands)
Ms Bernadette H.H. Linn

Chairperson

Mr Lincoln L.H. Huang

Vice-chairperson

Mr Wilson Y.W. Fung

Mr Stephen L.H. Liu

Dr Frankie W.C. Yeung

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Dr C.H. Hau

Mr Alex T.H. Lai

Dr Lawrence K.C. Li

Professor T.S. Liu

Miss Winnie W.M. Ng

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr L.T. Kwok

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Mr K.W. Leung

Professor John C.Y. Ng

Dr Jeanne C.Y. Ng

Professor Jonathan W.C. Wong

Mr Ricky W.Y. Yu

Dr Roger C.K. Chan

Dr Venus Y.H. Lun

Mr C.H. Tse

Principal Assistant Secretary (Transport 3),
Transport and Housing Bureau
Mr Andy S.H. Lam

Chief Engineer (Works),
Home Affairs Department
Mr Gavin C.T. Tse

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
Miss Fiona S.Y. Lung

Secretary

Absent with Apologies

Mr Thomas O.S. Ho

Dr Conrad T.C. Wong

Mr Y. S. Wong

In Attendance

Assistant Director of Planning/Board
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Ms Johanna W.Y. Cheng

Senior Town Planner/Town Planning Board
Ms Kitty S.T. Lam

(iv) Appeal Statistics

8. The Secretary reported that as at 15.6.2021, a total of 8 cases were yet to be heard by the TPAB and four decisions were outstanding. Details of the appeal statistics were as follows:

Allowed	37
Dismissed	166
Abandoned/Withdrawn/invalid	208
Yet to be heard	8
Decision Outstanding	4
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Total	423

Kowloon District

Agenda Item 3

[Open meeting (Presentation and Question Sessions only)]

Submission of the Draft Urban Renewal Authority To Kwa Wan Road/Wing Kwong Street Development Scheme Plan No. S/K9/URA3/A Prepared Under Section 25 of the Urban Renewal Authority Ordinance and Proposed Amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/26
(TPB Paper No. 10743)

[The item was conducted in Cantonese.]

9. The Secretary reported that the draft Development Scheme Plan (DSP) was submitted by the Urban Renewal Authority (URA). The following Members had declared interests on the item for having affiliation/business dealings with URA:

Mr Ivan M.K. Chung]	
(as Director of Planning)]	being a non-executive director of the URA Board
]	and a member of its Committee;
Mr Andrew C.W. Lai]	
(as Director of Lands)]	
Mr Lincoln L.H. Huang	-	being the deputy chairman of Appeal Board Panel of URA;
Mr Y.S. Wong		being a non-executive director of the URA Board and a member of its Committees;
Mr Thomas O.S. Ho]	
]	his firm having current business dealings with
Dr Conrad T.C. Wong]	URA;
]	
Mr K.K. Cheung]	
Mr Alex T.H. Lai	-	his former firm having business dealings with URA;
Mr Ricky W.Y. Yu	-	being a director of the Board of the Urban Renewal Fund of URA, and a director and Chief Executive Officer of Light Be (Social Realty) Co. Ltd. which was a licensed user of a few URA's residential units in Sheung Wan;
Ms Lilian S.K. Law	-	being a former director of the Board of the Urban Renewal Fund of URA;
Mr Wilson Y.W. Fung	-	being a former director of the Board of the Urban Renewal Fund of URA;

- | | |
|-----------------------|--|
| Dr Lawrence W.C. Poon | - being a former non-executive director of the URA Board and its Committees' former chairman/member, and a former director of the Board of the Urban Renewal Fund; |
| Mr Daniel K.S. Lau | - being a member and an ex-employee of Hong Kong Housing Society which was currently in discussion with URA on housing development issues; and |
| Mr L.T. Kwok | - the institution he was serving had received sponsorship from URA. |

10. Members noted that Messrs Thomas O.S. Ho and Y.S. Wong and Dr Conrad T.C. Wong had tendered apologies for not being able to attend the meeting. Dr. Lawrence W.C. Poon informed the meeting that he was previously involved in the discussion of the DSP. The interests of Messrs Ivan M.K. Chung, Andrew C.W. Lai and Lincoln L.H. Huang and Dr Lawrence W.C. Poon were direct, and they left the meeting at this point.

11. Members agreed that as the interests of Messrs Ricky W.Y. Yu, Wilson Y.W. Fung, Daniel K.S. Lau and L.T. Kwok and Ms Lilian S.K. Law were indirect, and Messrs K.K. Cheung and Alex T.H. Lai had no involvement in the DSP, they could stay in the meeting.

Presentation and Question Sessions

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

- | | |
|--------------|--|
| Ms Katy Fung | - District Planning Officer/ Kowloon (DPO/K) |
| Mr C.H. Mak | - Senior Town Planner/Kowloon (STP/K) |

Mr Wilfred C.H. Au	- Director, URA
Mr Mike Y.F. Kwan	- General Manager, URA
Ms Mable M.P. Kwan	- Senior Manager, URA

13. The Chairperson extended a welcome and explained the procedure of the meeting. She then invited the representatives of PlanD and URA to brief Members on the TPB Paper No. 10743 (the Paper).

Draft Development Scheme Plan

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

15. With the aid of a PowerPoint presentation, Mr Mike Y.F. Kwan, URA, made the following main points:

- (a) in accordance with the Urban Renewal Strategy (URS), the DSP aimed to restructure and rationalize the land uses in the Kowloon City Action Area 1 (KCAA1) by redeveloping the dilapidated buildings and providing more open space and community/welfare facilities, and enhancing the townscape. The URA had already commenced seven redevelopment projects in the KCAA1 within To Kwa Wan under the district-based and planning-led approach. The DSP at the western fringe of KCAA1 aimed to achieve the URS objectives and to bring planning merits through continuation of the holistic planning and urban renewal action in KCAA1;
- (b) according to the Scheme, the proposed domestic and total plot ratios (PRs) were 7.5 and 9 respectively to provide about 900 small to medium sized flats. An additional gross floor area (GFA) of not less than 5,500m²

(equivalent to PR of 1) for Government, institution and community (GIC) facilities as required by government would be provided and was proposed to be exempted from PR calculation;

- (c) the Scheme proposed two towers at staggered building height (BH) of 110mPD and 140mPD along To Kwa Wan Road and Ma Tau Wai Road and a Low Block in the eastern portion of the Scheme area. The building height restriction (BHR) of the DSP was proposed to be relaxed from 100mPD on the outline zoning plan (OZP) to 140mPD. Sensitivity tests of lower BHRs had been conducted but it was considered that the proposed BHR at 140mPD would allow more flexibility in building form and layout to achieve planning and design merits and address the site constraints;
- (d) two urban windows (not less than 15m in height and 15m in width) at pedestrian level were designed to facilitate air ventilation and enhance visual permeability along the main roads. A full-height building setback of not less than 45m of the residential portion above podium would be provided from the north-eastern boundary at Ngan Hon Street to allow a more open design and to maintain the east-west breezeway. The relaxed BHR would still allow staggered BH cascading down from inland to the waterfront;
- (e) the Scheme comprised a five-storey podium partly to accommodate more GIC facilities and social welfare facilities and to mitigate the traffic noise and air quality impacts from the abutting major roads. The Social Welfare Department (SWD) initially advised that elderly facilities should be provided and URA would further liaise with the relevant stakeholders and government departments on details of the facilities to be provided;
- (f) an all-weathered communal space was proposed underneath the Low Block. It would either be at grade or partly sunken with open design on the sides to enhance air ventilation and visual openness. There would be some commercial uses abutting the communal space and it would be a place for people to gather, sit out and exercise etc. The communal space

was close to an open space to be provided in another URA project at Kai Ming Street to the south;

- (g) the pedestrian environment of the Scheme area was currently unsatisfactory due to unauthorised occupation of pavement areas and parking at the roadside. The Scheme would involve closure and diversion of three existing road sections (i.e. portions of Hung Fook Street and Kai Ming Street and the whole section of Yuk Shing Street) to enhance walkability and street vibrancy. The planned pedestrian area in KCAA1 would increase to about 70% as compared to 60% without the Scheme. A footbridge was proposed at the western part of the Scheme area to connect with MTR To Kwa Wan Station across To Kwa Wan Road to enhance the overall accessibility of KCAA1; and
- (h) the Stage 2 Social Impact Assessment (SIA) Report indicated that about 61% of the 723 households and 59% of the 110 business operators supported, while 4% of the households and 6% of the business operators objected to the DSP. URA had organised briefing sessions to answer queries of those affected by the DSP and would continue to provide assistance in accordance with their existing practice.

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

16. With the aid of a PowerPoint presentation, Mr C.H. Mak, STP/K, continued to brief Members on the planning assessment of the draft DSP, as detailed in paragraph 11 of the Paper, that PlanD had no objection to the draft DSP including the proposed PR, BHR, exemption of floor space for GIC facilities required by the government; the restructuring and re-planning of the traffic and pedestrian network; and the proposed all-weathered communal space. Regarding the public comments received during the inspection periods, the planning assessments and departmental comments in the Paper were relevant and other matters relating to acquisition, compensation and re-housing would be dealt with by URA according to the established policies.

Proposed Amendments to the Approved OZP

17. Mr C.H. Mak, STP/K, continued to brief Members on the proposed amendments to the approved Hung Hom OZP No. S/K9/26 as detailed in paragraph 12 of the Paper. The amendments were to re-designate two existing developments zoned “Comprehensive Development Area (1)” (“CDA(1)”) (the Kerry Hotel Hong Kong) and “CDA(2)” (the One HarbourGate) to appropriate zonings to reflect the Metro Planning Committee’s decision on 28.5.2021 on the latest CDA Review, as well as technical amendments to incorporate the latest Master Schedule of Notes (MSN) endorsed by the Board on 28.12.2018, and amendments to the Schedule of Uses to allow flexibility for planning application for ‘Flat’ use in “Commercial” and “Other Specified Uses” annotated “Hotel” zones.

[Mr Frankie W.C. Yeung joined the meeting at this point.]

18. As the presentations of the representatives of PlanD and URA had been completed, the Chairperson invited Members to consider whether the draft DSP was acceptable for exhibition under the Town Planning Ordinance (the Ordinance). She remarked that the Scheme now provided by URA was notional, mainly for providing background information to facilitate the Board to consider the DSP, hence Members should focus on considering the key parameters proposed in the DSP rather than the detailed design of the Scheme. URA and/or its joint venture partners would further work out details of the proposed scheme in the later stage. She also indicated that the other proposed amendments to the approved OZP were mainly to reflect completed developments and technical amendments. She then invited questions from Members.

Statutory Planning Matters

19. In response to a Member’s question and the Chairperson’s request, Ms Katy Fung, DPO/K, explained the statutory planning procedures for the DSP and the planning controls proposed in the DSP. She said that URA submitted the draft To Kwa Wan Road/Wing Kwong Street DSP No. S/K9/URA3/A to the Board for consideration in accordance with section 25(5) of the Urban Renewal Authority Ordinance. If agreed by the Board, the DSP would be exhibited for public inspection in accordance with the provision under section 5 of the Ordinance. Representations to the DSP would then be processed according to the provisions under the

Ordinance. URA proposed that the Scheme area be zoned “Residential (Group A)” (“R(A)”) with PR and BH restrictions stipulated under the Notes and the key planning and design features of the Scheme outlined in the Explanatory Statement (ES). The Notes and ES were included in Annex H of the Paper.

20. A Member enquired whether the BHR of 140mPD would be imposed for the whole Scheme area and whether there would be control on the building layout. The Chairperson further requested PlanD’s representative to explain and compare the key development parameters of the existing “R(A)” zone on the OZP and the one proposed in the DSP. In response, Ms Katy Fung, DPO/K, said that under the existing OZP, the Scheme area was mainly zoned “R(A)” subject to a maximum domestic PR of 7.5 and total PR of 9 with some areas shown as ‘Road’. Under the DSP, the entire Scheme area was proposed to be zoned “R(A)” with the same PR restrictions. The BHR under the existing OZP was 100mPD and the proposed BHR for the DSP was 140mPD. It was also proposed in the DSP that certain uses that were normally permitted in the lowest three floors of a building or in the non-residential portion of an existing building be also permitted in ‘the purpose-designed non-residential portion of a building with the all-weathered communal space’. GIC facilities as required by the government were proposed to be exempted from PR calculation. There would be no control stipulated on the detailed design or building layout under the proposed “R(A)” zone although the main planning and design features of the Scheme were highlighted in the ES.

21. In response to a Member’s question on whether there were other examples to permit a podium with five-storey as proposed in the Scheme, Ms Katy Fung, DPO/K, said that under “R(A)” zones, certain types of commercial uses were normally permitted in the lowest three floors of the building (excluding car parks and mechanical floors). She was aware of a previous planning application for a five-storey podium for commercial uses in Sham Shui Po.

Building Height and Visual Impact

22. A Member asked about the visual impact of the Scheme at 140mPD on the ridgeline; and whether the BHR could be further relaxed or the height of both residential towers be increased to 140mPD to maximise flat production. With the aid of a photomontage as viewed from the Hong Kong Convention and Exhibition Centre (which was one of the strategic view points from Hong Kong Island for ridgeline protection), Ms Katy Fung, DPO/K, said that

although the Scheme at 140mPD would encroach into the 20% building-free zone for protection of the ridgeline, the Chatham Gate development (at +145mPD) was in the foreground and thus, adverse visual impact arising from the Scheme was not anticipated. Moreover, visual impact in the local context also had to be considered and the proposed BHR of 140mPD was considered compatible with the surrounding developments as shown in the photomontages for the local vantage points in Drawings 3A to 3G of the Paper. Besides, the Scheme at the proposed BHR could fully accommodate the proposed domestic PR of 7.5 and total PR of 9.0. Hence, it was considered that the BHR should not be further relaxed. Mr Wilfred C.H. Au, URA, supplemented that the proposed BH of 140mPD would allow a staggered BH profile, achieve planning purpose such as the provision of a five-storey podium to address site constraints and provision of GIC facilities and would be compatible with existing and planned developments in the surrounding area, including Chatham Gate and Lok Man Sun Chuen upon its redevelopment. Further increase in BH might create wall effect.

23. In response to a Member's question on the separation distance between the Scheme area and the existing lower-rise buildings at Anhui Street and Kiang Hsi Street, Mr Wilfred C.H. Au, URA, advised that the lower-rise buildings at Anhui Street, that was further west of the MTR To Kwa Wan Station, was about 200m from the Scheme area.

24. The Chairperson remarked that whilst the BHs of the residential towers under the Scheme were 110mPD and 140mPD, only a BHR of 140mPD would be stipulated in the DSP to provide design flexibility at the detailed design stage.

Development Intensity

25. In response to a Member's question on the feasibility of increasing the PR of the proposed redevelopment, Ms Katy Fung, DPO/K, advised that the Kowloon Density Study (KDS) Review had recommended a domestic PR of 7.5 and total PR of 9.0 for the "R(A)" zones in Kowloon after taking into account constraints on infrastructural capacity. The same development intensities had been adopted in "R(A)" zones on all OZPs in Kowloon and West Kowloon. It was necessary to strike a balance between increasing flat production and sustainability of existing and planned infrastructure, and it was considered appropriate to retain the current PR restrictions under "R(A)" zones. Mr Wilfred C.H. Au, URA, supplemented that according to their preliminary assessments, further increase in development intensity for the

Scheme would result in more massive podia and increase the potential adverse visual and air ventilation impacts.

Building Design

26. Some Members raised the following questions:

- (a) flat size of the small to medium sized flats to be provided in the Scheme;
- (b) whether there was building setback from To Kwa Wan Road and Ma Tau Wai Road, and how the wall effect of the podium could be reduced, and how the streetscape and microclimate could be improved;
- (c) BH of the Low Block;
- (d) whether the overhang areas of existing buildings could be included in the net site for PR calculation;
- (e) whether sufficient space could be provided along Ma Tau Wai Road for users of public transport;
- (f) whether the footbridge and covered communal space were accountable for GFA calculation; and
- (g) what waste management and recycling strategy was proposed in the Scheme or KCAA1.

27. In response, Messrs Wilfred C.H. Au and Mike Y.F. Kwan, URA, made the following main points:

- (a) for the Scheme, an average flat size of about 500 ft² was adopted as the assumption for conducting technical assessments. Whilst there was no restriction on flat size under the proposed “R(A)” zone of the DSP and the flat mix would be decided at the detailed design stage, it was URA’s policy

that flats in their projects should not be smaller than 300 ft² (excluding balcony areas). In some projects, URA had also stipulated that small and medium sized flats should not be more than 50% of the total number of flats in a project;

- (b) there would be setback at ground level along To Kwa Wan Road and Ma Tau Wai Road and opportunities for road side planting to provide shading would be explored. Two urban windows with retail shop fronts were proposed to break down the podium façade and attract people to go into the communal space. In addition, the residential portion above podium would be setback from Ngan Hon Street by not less than 45m;
- (c) the proposed BH of the Low Block was about 32mPD;
- (d) whilst the Scheme area included pavement areas where the affected buildings had overhang, those pavement areas would be excluded from the net site area for PR calculation;
- (e) the reorganization of bus stops at Ma Tau Wai Road as well as the location of the footbridge landings would be considered with the relevant parties at the detailed design stage to provide a convenient and comfortable environment for people using public transport;
- (f) the footbridge and covered communal space would be countable for GFA calculation under the building regime; and
- (g) given the large number of households involved in KCAA1, it was difficult to provide centralised facilities for waste handling or recycling. However, URA would continue to explore means to facilitate waste reduction and recycling with their joint venture partners.

Air Ventilation

28. In response to a few Members' questions about the assessment on air ventilation submitted, Ms Katy Fung, DPO/K, explained that a qualitative air ventilation review (AVR) of

pedestrian level wind environment (which superseded the air ventilation assessment in the planning report) was submitted by URA. According to the AVR, the summer wind was from the southwest, and To Kwa Wan Road and Wan On Street (which would be reserved as open pedestrianised areas) would continue to serve as wind corridors to facilitate air ventilation. The east-west aligned Hung Fook Street and Kai Ming Street would continue to serve as wind corridors for the annual prevailing easterly wind. In addition, the AVR indicated that the proposed design features (such as not less than 45m building setback of residential portion above podium at the north-eastern boundary at Ngan Hon Street, provision of urban windows, the all-weathered and open design of the communal space as well as setback at ground level of the Low Block) could facilitate air ventilation.

29. In response to a Member's question on how the proposed urban windows and communal space could enhance air ventilation, Mr Wilfred C.H. Au, URA, said that as the urban windows were aligned with Hung Fook Street and Kai Ming Street, it would facilitate the prevailing easterly wind to pass through the urban windows; and the communal space with open design would also enhance air ventilation within the Scheme area.

Public Open Space, Communal Space and Streetscape

30. Some Members raised the following questions:

- (a) whether more open space and greening could be provided within the Scheme area;
- (b) how the communal space underneath the Low Block could be connected to open spaces in other URA projects;
- (c) why the communal space was proposed to be a sunken design with steps which might not allow barrier-free access; and
- (d) whether roof-top of the Low Block could be used as an open space open for public use.

31. In response, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) whilst the communal space proposed under the Scheme was about 700m² in area, there was ample public open space of about 9.3 ha within 300m of the Scheme area. Under the design intent of having small streets with active and vibrant shop fronts in the Scheme and KCAA1, there were lots of opportunities to provide landscaping along the streets. Additional landscaping would also be considered at the urban windows and along the footbridge;
- (b) under the district-based approach for KCAA1, there was a framework for integration of passive and active open spaces, provision of at-grade landscaped pedestrian walkways and setback areas at various project sites. The pedestrian area within the KCAA1 would be increased from 60% to 70% with the Scheme and the carriageway areas would be correspondingly reduced;
- (c) the communal space was intended to be a gathering place with activities and vibrancy. The semi-sunken design would facilitate air ventilation and the steps could also provide seating areas. Barrier-free access such as escalators would be incorporated into the design. The creation of a sunken level at the communal space could allow creation of underground connections to the surrounding project sites. However, whether a sunken communal space would be adopted was subject to detailed design; and
- (d) the use of the roof top would depend on the future use of the top level of the Low Block that was subject to detailed design. In general, the use of the public space would be subject to reasonable opening hours to minimize nuisance to residents in the residential towers and other users in the Low Block.

Pedestrian Accessibility

32. Some Members raised the following questions:

- (a) the feasibility of a subway or at-grade connection to the MTR Station;
- (b) alignment and public access to the footbridge;
- (c) any pedestrian circulation plan or overall spatial planning to connect people and space (e.g. integrating the GIC facilities and communal space with other parts of the Scheme area, and providing connection between the MTR To Kwa Wan Station and other URA projects and public open space in the surroundings);
- (d) whether all-weathered pedestrian environment would be provided within KCAA1; and
- (e) future management responsibility and public access hours of the pedestrian streets.

33. In response, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) the feasibility of a subway connection was the first option explored but the existing MTR tunnel under To Kwa Wan Road posed much constraint and would require deep excavation. Hence, the footbridge connection was considered the most preferred option. URA would also explore the feasibility of an at-grade crossing with the Highways Department;
- (b) the alignment of the footbridge was subject to detailed design and the initial proposal was for the footbridge landing to be near the urban window with public access to the communal space. The requirement for 24-hour public access to the footbridge as well as provision of the shortest route from the footbridge to the ground level would likely be stipulated as lease conditions;
- (c) following the district-based approach, the proposed pedestrian network, shopping streets, open spaces (e.g. piazza at KC-009 and open space in KC-013 to the south) and the communal space in the Scheme would

connect the different areas of KCAA1 and facilitate pedestrian accessibility. Access to the MTR To Kwa Wan Station would be provided via the footbridge. The Low Block and the communal space at its ground level would be a major focal point. Extension of the pedestrian connection to parks outside KCAA1 would need to be further explored with relevant government departments;

- (d) there was requirement for their joint venture partner to adopt design solutions that could enhance all-weathered and comfortable pedestrian environment in the projects; and
- (e) the existing public streets that were proposed to be pedestrianized and managed by URA would be open for 24 hours daily. For public space/streets which were created by voluntary setback within the sites, they would also be managed by the URA or their joint venture partners and the opening hours would likely align with those of the commercial uses, which was necessary to minimize nuisance to future residents.

GIC Facilities

34. Some Members raised the following questions:

- (a) whether there was scope to provide more GIC facilities to address the deficits in elderly facilities in Hung Hom, including the possibility to convert some commercial floor space for GIC uses; and
- (b) whether the floor space for GIC facilities in the Scheme was comparable to other URA projects.

35. In response, Mr Wilfred C.H. Au, URA, made the following main points:

- (a) according to their research, there was a large number of residential care home for the elderly in the Hung Hom area. Notwithstanding that, SWD initially advised that elderly facilities including a 200-place residential

care home for the elderly cum day care unit and home care services for frail elderly persons could be provided in the Scheme. According to their discussion with SWD, the proposed floor space of about 5,500 m² for GIC/social welfare facilities was appropriate. There might also be scope to accommodate some institution or community services operated by social enterprises within the commercial portion of the development; and

- (b) in another URA development scheme project YTM-012 (in Shantung Street/Thistle Street), GIC floor space equivalent to a similar PR of 1 was proposed and such provision was on the high side as compared with those provided in other URA projects in general.

Car Parking

36. In response to two Members' question about the car parking provision in the Scheme, Messrs Wilfred C.H. Au and Mike Y.F. Kwan, URA, advised that a total of 128 ancillary car parking spaces would be provided (i.e. 81 spaces, 42 spaces and 5 spaces for domestic, non-domestic and GIC uses respectively). The car parking ratio was one car parking space for 11 to 12 flats which was similar to those of other URA projects in the area. The provision was at the high end of the requirements under the Hong Kong Planning Standards and Guidelines.

37. In response to another Member's question about car parking provision in the area, Mr Mike Y.F. Kwan, URA, said that other than the ancillary car parking in the Scheme, a public vehicle park with about 100 spaces would be provided in the project KC-009 (at Bailey Street/Wing Kwong Street to the south of the Scheme area). In addition, a communal car park for accommodating ancillary car parking for a number of projects in KCAA1 would be provided at the project KC-010 (at Hung Fook Street/Ngan Hon Street abutting the northern end of the Scheme).

Social Impact and Community Network

38. Some Members raised the following questions:

- (a) existing and planned flat number, flat size and population within the Scheme area and in the redevelopment project respectively;
- (b) how the SIA was conducted and what the main concerns of affected households/business operators were;
- (c) whether the likely usage of the communal space by domestic helpers had been taken into account in the SIA;
- (d) social impacts of URA redevelopment projects in KCAA1, and what the proposed measures were to minimize adverse social impact and facilitate re-building of community network;
- (e) what synergies could be created with cultural facilities in the district and whether space could be provided for cultural activities such as traditional festivals;
- (f) whether the Scheme would be the last project to be commenced by URA in the area; and
- (g) the impact of the Scheme and other projects in KCAA1 on the supply of low rental units in To Kwa Wan and what rehabilitation works would be undertaken by URA for the old buildings in the area.

39. In response, Messrs Wilfred C.H. Au and Mike Y.F. Kwan, URA, made the following main points:

- (a) there were 418 existing flats in the Scheme area according to occupation permits of existing buildings, which accommodated about 720 households according to their survey, and the average floor space per household was 33.7 m². Upon redevelopment, there would be 900 flats (for 900 households) with an average flat size of about 46m²;
- (b) regarding the SIA, URA had conducted surveys with the affected households and business operators to collect their views. Their main

concerns were compensation and rehousing issues. In the past, the URA would only approach the affected residents regarding compensation and rehousing issues after approval of the projects. In recent years, they had implemented a “Project Engagement” programme and a special team would visit and engage the affected households and business operators at an earlier stage to explain the policies of URA, and compensation and rehousing arrangements etc. The purpose of these earlier contacts was to identify the specific needs of individual households and to offer assistance in a timely manner;

- (c) the respondents to the survey of the SIA and participants of their briefing sessions were mainly owners and tenants of the domestic units and business operators. Nevertheless, community participation would be carried out in future which could include collecting views of stakeholders including domestic helpers on the detailed design and proposed usage of the communal space;
- (d) 3,441 existing households were affected in the seven redevelopment projects commenced by URA since 2016, and URA had implemented those projects in stages to minimise the overall social impact and facilitate timely rehousing for affected residents. With regard to community network re-building, URA had gained experience from other projects such as at Wing Lee Street (H19) where a ‘community making’ approach was adopted to facilitate re-building of community network between existing and new households;
- (e) other than the Ko Shan Theatre, other cultural facilities in the district were mainly serving the locals. Whilst there was no particular cultural facilities proposed in the Scheme, the communal space could provide a gathering ground for holding various activities which might enhance integration of the community;
- (f) URA’s redevelopment projects were kept confidential until the day of commencement, therefore they were not in a position to advise whether the Scheme was the last project in KCAA1. URA would continue its

urban renewal strategy and, depending on the conditions and age of the buildings, undertake either redevelopment or rehabilitation; and

- (g) though redevelopment might affect the supply of rental housing units for low-income families, URA would provide assistance to affected households in their projects in accordance with their existing practice. Eligible domestic tenants would be re-housed in units provided by the Hong Kong Housing Authority or Hong Kong Housing Society and with such rehousing arrangements, the clearance rate for their projects in the area had reached over 90%. Under URA's rehabilitation strategy, they would continue and focus their work on rehabilitating 'younger' buildings within KCAA1 to prolong their lifespan and slow down the pace of urban decay.

Proposed Amendments to the draft OZP

40. Members had no question to raise on the proposed amendments to the OZP which were to reflect the completed commercial and hotel developments and other technical amendments.

[Dr Roger C.K. Chan, Dr Frankie W.C. Yeung, Messrs Alex T.H. Lai and Wilson Y.W. Fung and Miss Winnie W.M. Ng left the meeting during the presentation and question sessions.]

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

42. The deliberation session was recorded under confidential cover.

[Messrs Philip S.L. Kan and Daniel K.S. Lau and Dr Lawrence K.C. Li left the meeting during the deliberation session.]

CONFIDENTIAL

(Downgraded on 9.7.2021)

**Minutes of 1247th Meeting of the
Town Planning Board held on 18.6.2021**

Kowloon District

Agenda Item 3

Submission of the Draft Urban Renewal Authority To Kwa Wan Road/Wing Kwong Street Development Scheme Plan No. S/K9/URA3/A Prepared Under Section 25 of the Urban Renewal Authority Ordinance and Proposed Amendments to the Approved Hung Hom Outline Zoning Plan No. S/K9/26
(TPB Paper No. 10743)

[The item was conducted in Cantonese.]

Deliberation Session

1. The Chairperson invited Members to consider whether the draft Development Scheme Plan (DSP) was deemed suitable for publication under the Town Planning Ordinance. She pointed out that the Urban Renewal Authority (URA) had to operate on prudent financial principle, and given the need to provide compensation to those affected by its redevelopment projects and to maximise flat production, it was unlikely that URA could provide substantially more Government, institution and community (GIC) facilities within the Scheme. As indicated in the Paper, the Planning Department considered it acceptable to rezone the Scheme area including the road as “Residential (Group A)” with a maximum domestic/total plot ratio (PR) of 7.5/9, relax the building height restriction (BHR) to 140mPD, exempt the gross floor area (GFA) for GIC facilities required by the Government from PR calculation, allow non-domestic uses in the purpose-designed non-residential portion of the building with the all-weathered communal space. The Explanatory Statement (ES) of the DSP also included the requirements to incorporate good design elements such as provision of pedestrian streets, all-weathered communal space that might be at-grade or sunken, footbridge connection to MTR To Kwa Wan Station and GFA of not less than 5,500m² for GIC facilities. Members should consider whether the proposed planning restrictions under the DSP were sufficient while allowing some design

flexibility for URA to refine the Scheme at the detailed design stage.

The Development Scheme

2. Members generally considered that the draft DSP was acceptable and agreed that some flexibility should be provided for URA to further refine the Scheme at the detailed design stage to incorporate comments raised by Members. Members appreciated URA's efforts to re-structure and re-plan the Scheme area for a mixed commercial/residential development with GIC uses as well as the provision of all-weathered communal space and supported the district-based approach to urban renewal. Some Members indicated that the proposed BHR of 140mPD would allow flexibility for building setback and more permeable design that could improve air ventilation and visual impacts of the redevelopment.

3. Some Members considered that there would be scope for URA to strengthen community network re-building, facilitate waste recycling and further improve the pedestrian-level wind environment during the detailed design stage. A Member opined that the Government should consider setting a benchmark to safeguard against building 'nano' flats to improve people's living environment. A Member also opined that while pursuing the worthy cause of urban renewal, the Government and URA should also consider the possibility of redevelopment efforts reducing the supply of low rental housing units serving the demand of grassroot community in the redevelopment area. The Chairperson remarked that URA had made considerable efforts in engaging the community and stakeholders in network building through experience gained in other projects. With regard to strengthening waste reduction and recycling, the Environmental Protection Department had taken the initiative to set up community recycling stations in each district in the territory which was a good starting point.

Proposed Amendments to the Draft OZP

4. Members also agreed to the proposed amendments to the OZP, which were mainly to reflect completed developments and technical amendments.

5. After deliberation, Members agreed that the draft DSP and draft OZP were suitable for publication under the Town Planning Ordinance and decided to:

Draft To Kwa Wan Road/Wing Kwong Street DSP

- (a) deem the draft To Kwa Wan Road/Wing Kwong Street Development Scheme Plan (DSP) No. S/K9/URA3/A (to be renumbered to No. S/K9/URA3/1 upon exhibition for public inspection) and the Notes at Annexes H-1 and H-2 of the TPB Paper No. 10743 (the Paper), as being suitable for publication as provided for under section 25(6) of the Urban Renewal Authority Ordinance, so that the draft DSP shall be exhibited for public inspection under section 5 of the Town Planning Ordinance (TPO);
- (b) endorse the Explanatory Statement (ES) of the draft DSP at Annex H-3 of the Paper and adopt it as an expression of the Town Planning Board (the Board)'s planning intention and objectives of the DSP and agree that the ES as being suitable for public inspection together with the draft DSP;
- (c) agree that the draft DSP, its Notes and ES were suitable for submission to the Kowloon City District Council for consultation/information upon exhibition of the draft DSP;
- (d) note both Stage 1 and Stage 2 Social Impact Assessment reports for the DSP;

Hung Hom Outline Zoning Plan (OZP)

- (e) agree to the proposed amendments to the approved Hung Hom OZP No. S/K9/26 and that the draft Hung Hom OZP No. S/K9/26A at Annex L-1 of the Paper (to be renumbered as S/K9/27 upon exhibition for public inspection) and its Notes at Annex L-2 of the Paper were suitable for exhibition under section 5 of the TPO; and
- (f) adopt the revised ES at Annex L-3 of the Paper for the draft Hung Hom OZP No. S/K9/26A as an expression of the planning intentions and objectives of the Board for various land use zones of the OZP and the revised ES would be published together with the OZP.

6. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft DSP and draft OZP including the Notes and ES, if appropriate, before its publication under TPO. Any major revisions would be submitted for the Board's consideration.

7. The Secretary informed the meeting that according to TPB Guidelines No. 29B, the Board's decision on the draft DSP would be kept confidential for 3 to 4 weeks after the meeting and would be released when the draft DSP was exhibited for public inspection. Members should exercise due care so as to avoid inadvertent divulgence of their views on the draft DSP boundary to the public before its publication.

TPB/R/S/K9/27-
1

就草圖作出申述

Representation Relating to Draft Plan

參考編號

Reference Number:

210909-171552-33235

提交限期

Deadline for submission:

09/09/2021

提交日期及時間

Date and time of submission:

09/09/2021 17:15:52

「申述人」全名

Full Name of "Representer":

先生 Mr. Paulus Johannes Zimmerman

「獲授權代理人」全名

Full Name of "Authorized Agent":

與申述相關的草圖

Draft plan to which the representation relates:

S/K9/27

申述的性質及理由

Nature of and reasons for the representation:

有關事項 Subject Matters	性質 Nature	理由 Reason
All	反對 Oppose	As set out below

對草圖的建議修訂(如有的話)

Proposed Amendments to Draft Plan(if any):

I have a hard time finding papers on the background to these amendments. These are harbourfront sites, and although I'm a member of the harbourfront commission, I can't recall a briefing on the amendments. Further reasons for my objection is the failure to amend for past mistakes here. Both sites fail to engage and enliven the waterfront with publicly accessible alfresco dining and sit outs areas at the ground level. Despite original presentations to the harbourfront commission and town planning board showing alfresco dining, this has not materialized.

寄件者: [REDACTED]
寄件日期: 2021年09月09日星期四 3:25
收件者: tpbpd
主旨: AMENDMENTS TO THE APPROVED HUNG HOM OZP NO. S/K9/26

AMENDMENTS TO THE APPROVED HUNG HOM OZP NO. S/K9/26

Item A1 – Rezoning of a site south of Hung Luen Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Other Specified Uses” annotated “Hotel(1)” (“OU(Hotel)(1)”) with stipulation of building height restrictions; and designation of a strip of land along southern boundary as non-building area.

Item A2 – Rezoning of a site at the junction of Hung Luen Road and Kin Wan Street from “CDA(2)” to “Commercial (7)” (“C(7)”) with stipulation of building height restrictions; and designation of two strips of land along eastern and southern boundaries as non-building area.

Dear TPB Members,

Strong objections to

- No consultation with district council and the manner in which the amendments are presented.
- Clearly to reflect the built status but this is not mentioned so a member of the public with no previous knowledge of the sites would be confused.
- The paper is not included with General Papers. No link provided on the notice
- So one has to go looking for it on the Ozp website. But again Joe Public may not be aware of this option.
- No map provided with the paper identifying the peripheries of the two sites. The Object of the Plan and The Planning Scheme Area speak in broad terms instead of focusing on the specifics of the lots in question
- The ‘OU’ section does not mention the two piers So are they included in the rezoning? With no map provided there is no certainty with regard to status.

OBJECT TO REZONING OF PIERS TO HOTEL IF THIS IS THE INTENTION

In view of the ambiguities it is necessary to compare – note highlights

S/K9/24 14 Sept 2016 https://www.info.gov.hk/tpb/en/papers/MPC/565-mpc_15-16.pdf

With https://www2.ozp.tpb.gov.hk/p.an/ozp_plan_notes/en/S_K9_27_e.pdf

ITEM A1 KERRY HOTEL 2016

8.2.3 The “CDA(1)” site south of Hung Luen Road is intended for hotel, retail and public transport interchange (PTI) uses. **Residential development will not be permitted.** Developments within this zone will be subject to a maximum plot ratio of 4:0. To avoid excessive building massing, the PTI should be included for GFA calculation. Taking account of the need to re-provide the PTI at ground level, the site will be subject to a maximum site coverage of 80% (excluding basement(s)). Developments within this sub-zone will also be subject to a maximum building height ranging from 75mPD to 15mPD. A “stepped height” building profile descending towards the waterfront is required. Ancillary car-parking should be accommodated in the basement. A planning brief setting out the planning parameters, the requirements on varying height profile, view corridor above podium structure, setback, **open space provision for public enjoyment**, landscaping, design

Integration with the adjoining waterfront promenade, basement car-parking and the re-provisioned PTI has been approved by the Board to guide the future development of the site.

2021

8.7.7 The "OU(Hotel)(1)" site south of Hung Luen Road has been developed into a hotel development with retail and public transport interchange (PTI) uses, namely the Kerry Hotel Hong Kong. This site together with the adjoining "C(7)" site to the west and the site to the further west of Princess Margaret Road Link and other commercial sites within the Reclamation Area are to serve as an office and hotel node extended from Tsim Sha Tsui East. Developments within this sub-zone are also subject to a maximum GFA of 62,492m², of which a GFA of not less than 5,708m² shall be provided for eating place and shop and services uses. A PTI as required by the Government shall be provided and is included in GFA calculation. Taking account of the need to re-provide the PTI at ground level, the site is subject to a maximum site coverage of 80% (excluding basement(s)). Developments within this sub-zone are also subject to maximum building heights of 75mPD, 40mPD and 15mPD as stipulated on the Plan to reflect a "stepped height" building profile descending towards the waterfront and the planned urban park zoned "O" to its immediate east and to maintain visual permeability from "The Whampoa" at Shung King Street to the harbour and to integrate with the park. In addition, a 10m-wide NBA at the southern boundary along the waterfront promenade as stipulated on the Plan shall be provided to enhance streetscape and integrate with the promenade to its south, as well as the "O" zone to its immediate east. **To enhance the vibrancy of the waterfront promenade, the NBA may be used for alfresco dining** without building structure. A building setback of 3.5m-wide along the eastern boundary shall be provided for landscaping purpose to better integrate with the future development of the adjoining "O" zone. An at-grade pedestrian walkway connecting the adjoining "C(7)" site to the west, the waterfront promenade and the PTI should be provided for public access 24 hours daily. The landscape decks on 1/F and 2/F should be open to the public at reasonable hours for public enjoyment. Ancillary car-parking should be accommodated in the basement.

OBJECT TO REMOVAL OF CLAUSE RE RESIDENTIAL DEVELOPMENT. THIS IS CLEARLY INTENDED TO FACILITATE DEVELOPERS SHORT TERM STRATEGY THAT IS OFTEN IN CONFLICT WITH THE INTERESTS OF THE COMMUNITY. THE APPROVAL OF REZONING OF THE ONLY HOTEL AT THE CENTRE OF TIN SHUI WAI BEING A GOOD EXAMPLE

AS THE AMENDMENT IS TO REFLECT AS BUILT – WHERE IS THE BREAKDOWN OF THE 6.200SQ.M EATING PLACE/SHOPS AND SERVICES TO ENSURE COMPLIANCE?

THE OUTLETS AT KERRY HOTEL ARE TOO EXPENSIVE FOR DOMESTIC HELPERS AND GRASS ROOTS WHO VISIT THE PROMENADE. ALLOWING THE NBA TO BE USED FOR ALFRESCO DINING ENCOURAGES 'GENTRIFICATION' AND EXCLUSION

ITEM A2 ONE HARBOURGATE

2016

8.2.4 The "CDA(2)" site at the junction of Hung Luen Road and Kin Wan Street is **intended for retail** and office developments. **Residential development will not be permitted.** This site together with the "CDA(1)" site and the site to the west of Princess Margaret Road Link and other commercial sites within the Reclamation Area are to serve as an office and hotel node extended from Tsim Sha Tsui East. Developments within this sub-zone will be subject to a maximum plot ratio of 4.0, a maximum site coverage of 60% (excluding basement(s)), and a maximum building height ranging from 75mPD to 40mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car-parking provision should be accommodated in the basement. To enhance air ventilation and visual porosity of the development, a single podium for the whole development will not be permitted. A planning brief setting out the planning parameters, the requirements on varying height profile, view corridor, setback, non-building area, **open space provision for public enjoyment**, landscaping, design integration with the adjoining waterfront

Promenade and basement car-parking has been approved by the Board to guide the future development of the site.

2021

8.1.8 The site designated "C(7)", namely the **One HarbourGate**, is located at the junction of Hung Luen Road and Kin Wan Street. It has been developed **into a retail and office development**. This site together with the adjoining "OU(Hotel)(1)" site to the east and the site to the west of Princess Margaret Road Link and other commercial sites within the Reclamation Area are to serve as an office and hotel node extended from Tsim Sha Tsui East. Developments within this sub-zone are subject to a maximum GFA of 54,812m², **of which not less than 6,200m² shall be provided for eating place and shop and services uses**; a maximum site coverage of 60% (excluding basement(s)); and maximum building heights of 75mPD and 40mPD as stipulated on the Plan to reflect a "stepped height" building profile descending towards the waterfront. Ancillary car-parking provision should be accommodated in the basement. To enhance air ventilation and visual porosity of the development, a single podium for the whole development is not permitted. In addition, a 30m-wide non-building area (NBA) at the eastern boundary as stipulated on the Plan shall be provided to enhance air ventilation, visual permeability and connectivity to/from the harbour. Also, a 10m-wide NBA at the southern boundary along the waterfront promenade as stipulated on the Plan shall be provided to enhance streetscape and integrate with the waterfront promenade to its south. To enhance the vibrancy of the waterfront promenade, **the NBA at the southern boundary may be used for alfresco dining** and other outdoor activities without building structure. The developer should provide, manage and maintain a covered footbridge linking to the "Residential (Group A)2" ("R(A)2") site across Hung Luen Road for public access 24 hours each day at his own cost. A pedestrian walkway connecting the aforementioned covered footbridge, the adjoining "OU(Hotel)(1)" site, the waterfront promenade and the NBAs should be provided at-grade and for public access 24 hours daily to maintain pedestrian accessibility to the surrounding uses including the open space to its west.

RETAIL AND OFFICE DEVELOPMENT???? WHERE IS THE 6.200SQ.M EATING PLACE/SHOP & SERVICES? I WALK FROM TST TO HUNG HOM FREQUENTLY AND MONITOR THE SITE. THE LOWER BLOCK IS NOW OCCUPIED BY SUN LIFE AND THE TERRACE USED FOR ITS STAFF

I would remind members that the intention of the lower block was to provide backup services to enhance the waterfront experience

http://www.info.gov.hk/tpb/en/meetings/TPB/Minutes/m1163tpb_e.pdf Mount Kelly school application

"as the Application Premises was located at the waterfront with a specific planning intention, **retail and restaurant uses were considered more appropriate to promote patronage of the promenade and enhance vibrancy of the harbourfront**. While school use might not provide the necessary vitality to realise the planning intention, there should be other alternative site/premises suitable for the proposed school. The proposed school, even temporary in nature for a period of 5 years, would jeopardise the realisation of the planning intention of the "CDA(2)" zone;"

THIS WATERFRONT IS ALMOST BEREFT OF AFFORDABLE OUTLETS. A RECENT APPLICATION FOR CATERING ON THE FERRY PIER HAS FAILED

Case No.	A/K9/275
Applied Use	Proposed Eating Place and Shop and Services (Retail Shop)
Location	Main Deck (Part) and Upper Deck (Part), Hung Hom (South) Ferry Pier, Hung Hom, Kowloon
Remark	This is not a valid application!

AGAIN OBJECT TO ALFRESCO DINING ON NBA AS THIS WOULD CERTAINLY BE EXCLUSIVE

ALSO THE OPEN SPACE PROVISION FOR PUBLIC ENJOYMENT HAS BEEN REMOVED FROM OZP. IN FACT THIS IS A LANDSCAPED AREA THAT IS ALWAYS ROPED OFF. ONLY A SMALL SECTION IS LEFT OPEN TO THE PUBLIC.

AGAIN THE PLANNING INTENTION HAS BEEN COMPROMISED.

In view of the lack of consultation with district council and difficulties in accessing relevant information, these amendments appear to be in line with the 'New Order' whereby any form of scrutiny by the community is deemed objectionable and the bodies that used to review plans are expected to rubber-stamp whatever it put in front of them without question.

Mary Mulvihill
[REDACTED]

tpbpd@pland.gov.hk

寄件者: [REDACTED]
寄件日期: 2021年10月29日星期五 22:46
收件者: tpbpd
主旨: Re: AMENDMENTS TO THE APPROVED HUNG HOM OZP NO. S/K9/26

Dear TPB Members,

Since the OZP was posted there have been a number of days of heavy rain that underlined the impact of the failure to meet the planning intention of this area.

When the weather is fine visitors to the waterfront set up tents on the grass and gather close to the ferry piers. However when it is raining and the ground is wet there is no shelter and no amenities where less well off members of the community can gather to enjoy the open panorama of the harbour while protected.

The failure to provide food and beverage outlets to cater for the public is unacceptable. One can only compare with the West Kowloon waterfront where there is a row of outlets and shaded seating.

Mary Mulvihill

From: "mm1947" [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Thursday, September 9, 2021 3:24:52 AM
Subject: AMENDMENTS TO THE APPROVED HUNG HOM OZP NO. S/K9/26

AMENDMENTS TO THE APPROVED HUNG HOM OZP NO. S/K9/26

Item A1 – Rezoning of a site south of Hung Luen Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Other Specified Uses” annotated “Hotel(1)” (“OU(Hotel)(1)”) with stipulation of building height restrictions; and designation of a strip of land along southern boundary as non-building area.

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With https://www2.ozp.tpb.gov.hk/plan/ozp_plan_notes/en/S_K9_27_e.pdf

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2021

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8.2.4 The "CDA(2)" site at the junction of Hung Luen Road and Kin Wan Street is **intended for retail** and office developments. **Residential development will not be permitted.** This site together with the "CDA(1)" site and the site to the west of Princess Margaret Road Link and other commercial sites within the Reclamation Area are to serve as an office and hotel node extended from Tsim Sha Tsui East. Developments within this sub-zone will be subject to a maximum plot ratio of 4.0, a maximum site coverage of 60% (excluding basement(s)), and a maximum building height ranging from 75mPD to 40mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car-parking provision should be accommodated in the basement. To enhance air ventilation and visual porosity of the development, a single podium for the whole development will not be permitted. A planning brief setting out the planning parameters, the requirements on varying height profile, view corridor, setback, non-building area, **open space provision for public enjoyment**, landscaping, design integration with the adjoining waterfront promenade and basement car-parking has been approved by the Board to guide the future development of the site.

2021

8.1.8 The site designated "C(7)", namely the **One HarbourGate**, is located at the junction of Hung Luen Road and Kin Wan Street. It has been developed **into a retail and office development.** This site together with the adjoining "OU(Hotel)(1)" site to the east and the site to the west of Princess Margaret Road Link and other commercial sites within the Reclamation Area are to serve as an office and hotel node extended from Tsim Sha Tsui East. Developments within this sub-zone are subject to a maximum GFA of 54,812m², **of which not less than 6,200m² shall be provided for eating place and shop and services uses;** a maximum site coverage of 60% (excluding basement(s)); and maximum building heights of 75mPD and 40mPD as stipulated on the Plan to reflect a "stepped height" building profile descending towards the waterfront. Ancillary car-parking provision should be accommodated in the basement. To enhance air ventilation and visual porosity of the development, a single podium for the whole development is not permitted. In addition, a 30m-wide non-building area (NBA) at the eastern boundary as stipulated on the Plan shall be provided to enhance air ventilation, visual permeability and connectivity to/from the harbour. Also, a 10m-wide NBA at the southern boundary along the waterfront promenade as stipulated on the Plan shall be provided to enhance streetscape and integrate with the waterfront promenade to its south. To enhance the vibrancy of the waterfront promenade, **the NBA at the southern boundary may be used for alfresco dining** and other outdoor activities without building structure. The developer should provide, manage and maintain a covered footbridge linking to the "Residential (Group A)2" ("R(A)2") site across Hung Luen Road for public access 24 hours each day at his own cost. A pedestrian walkway connecting the aforementioned covered footbridge, the adjoining "OU(Hotel)(1)" site, the waterfront promenade and the NBAs should be provided at-grade and for public access 24 hours daily to maintain pedestrian accessibility to the surrounding uses including the open space to its west.

RETAIL AND OFFICE DEVELOPMENT???? WHERE IS THE 6.200SQ.M EATING PLACE/SHOP & SERVICES? I WALK FROM TST TO HUNG HOM FREQUENTLY AND MONITOR THE SITE. THE LOWER BLOCK IS NOW OCCUPIED BY SUN LIFE AND THE TERRACE USED FOR ITS STAFF

I would remind members that the intention of the lower block was to provide backup services to enhance the waterfront experience

http://www.info.gov.hk/tpb/en/meetings/TPB/Minutes/m1163tpb_e.pdf Mount Kelly school application

"as the Application Premises was located at the waterfront with a specific planning intention, retail and restaurant uses were considered more appropriate to promote patronage of the promenade and enhance vibrancy of the harbourfront. While school use might not provide the necessary vitality to realise the planning intention, there should be other alternative site/premises suitable for the proposed school. The proposed school, even temporary in nature for a period of 5 years, would jeopardise the realisation of the planning intention of the "CDA(2)" zone;"

THIS WATERFRONT IS ALMOST BEREFT OF AFFORDABLE OUTLETS. A RECENT APPLICATION FOR CATERING ON THE FERRY PIER HAS FAILED

Case No.	A/K9/275
Applied Use	Proposed Eating Place and Shop and Services (Retail Shop)
Location	Main Deck (Part) and Upper Deck (Part), Hung Hom (South) Ferry Pier, Hung Hom, Kowloon
Remark	This is not a valid application!

AGAIN OBJECT TO ALFRESCO DINING ON NBA AS THIS WOULD CERTAINLY BE EXCLUSIVE

ALSO THE OPEN SPACE PROVISION FOR PUBLIC ENJOYMENT HAS BEEN REMOVED FROM OZP. IN FACT THIS IS A LANDSCAPED AREA THAT IS ALWAYS ROPED OFF. ONLY A SMALL SECTION IS LEFT OPEN TO THE PUBLIC.

AGAIN THE PLANNING INTENTION HAS BEEN COMPROMISED.

In view of the lack of consultation with district council and difficulties in accessing relevant information, these amendments appear to be in line with the 'New Order' whereby any form of scrutiny by the community is deemed objectionable and the bodies that used to review plans are expected to rubber-stamp whatever it put in front of them without question.

Mary Mulvihill
[REDACTED]