

CONFIDENTIAL

(Downgraded on 29.10.2010)

**Minutes of 428th Meeting of the
Metro Planning Committee held on 15.10.2010**

Tsuen Wan and West Kowloon District

[Mr. C.K. Soh, Senior Town Planner/Tsuen Wan and West Kowloon (STP/TWK), Ms. M.L. Leung, STP/TWK, and Mr. Calvin Chiu, Air Ventilation Assessment (AVA) Consultant, were invited to the meeting at this point.]

Agenda Item 22

[Closed Meeting]

Proposed Amendments to the Approved Yau Ma Tei Outline Zoning Plan No. S/K2/20
(MPC Paper No. 24/10)

1. The Secretary said that the proposed amendments to the approved Yau Ma Tei Outline Zoning Plan (OZP) No. S/K2/20 involved the Urban Renewal Authority (URA)'s development scheme at Waterloo Road/Yunnan Lane, the Chinese University of Hong Kong (CUHK) – Tung Wah Group of Hospitals (TWGHs) Community College Ma Kam Chan Memorial Building, Prosperous Garden developed by the Hong Kong Housing Society (HKHS) and The Regalia. The following Members had declared their interests in this item :

- | | |
|---|---|
| Miss Ophelia Y.S. Wong
as the Director of Planning | - being a non-executive director of the URA and a Member of the Supervisory Board of the HKHS; |
| Mr. Maurice W.M. Lee | - being a former non-executive director of the URA with the term of office ended on 30.11.2008; |
| Mr. Raymond Y.M. Chan | - being a Member of the Home Purchase Allowance (HPA) Appeals Committee; |
| Ms. Maggie M.K. Chan | - being a Member of the HPA Appeals Committee and having a flat owned by her spouse at The Regalia; |

- Professor P.P. Ho and Mr. Roger K.H. Luk - being the council members of CUHK;
- Mr. Andrew Tsang as the Assistant Director of the Home Affairs Department - being an assistant to the Director of Home Affairs who was a non-executive director of the URA; and
- Ms. Olga Lam as the Assistant Director of the Lands Department - being an assistant to the Director of Lands who was a non-executive director of the URA and a Member of the Supervisory Board of the HKHS.

2. The Committee noted that Mr. Andrew Tsang had tendered an apology for being unable to attend the meeting. As Ms. Maggie M.K. Chan had landed interest, the Committee considered that her interest was direct and she should withdraw from the meeting.

3. The Committee noted that the establishment of the concerned CUHK – TWGHs Community College was funded by TWGHs and CUHK was only a working partner with TWGHs in running the college. In this regard, Members agreed that the interests of Professor P.P. Ho and Mr. Roger K.H. Luk were indirect and they could stay at the meeting.

4. The Committee also noted that the interests declared by other Members were related to URA and HKHS projects. As the item was related to the plan-making process, the Committee agreed that they could stay at the meeting in accordance with the Procedure and Practice of the Town Planning Board (TPB).

[Ms. Maggie M.K. Chan left the meeting whereas Mr. Clarence W.C. Leung left the meeting temporarily at this point.]

5. With the aid of a Powerpoint presentation and a fly-through animation, Ms. M.L. Leung, STP/TWK, presented the proposed amendments to the approved Yau Ma Tei OZP No. S/K2/20 as detailed in the Paper and covered the following main points :

Background

- (a) the Yau Ma Tei Planning Scheme Area (the Area) was one of the oldest urban areas in the territory. Given its location and the presence of many old buildings, the Area was subject to great redevelopment pressure. As such, there was an urgent need to incorporate building height (BH)

restrictions in the OZP to provide proper guidance for developments/redevelopments in the Area;

- (b) under the extant Yau Ma Tei OZP, BH restrictions had already been imposed on the “Government, Institution or Community(1)” (“G/IC(1)”) zone covering the Phase 8 development of the Hong Kong Polytechnic University as well as the “Residential (Group B)1” (“R(B)1”) and “R(B)2” zones. These BH restrictions were still valid and would be retained. The current BH review covered the remaining development zones, including the “Commercial” (“C”), “Residential (Group A)” (“R(A)”), “R(B)”, “G/IC” and “Other Specified Uses” (“OU”) zones, which were currently not subject to BH restrictions;
- (c) the existing profile of the Area was given in paragraphs 4.1 and 4.2 of the Paper. In brief, the area to the west of Nathan Road were predominantly residential use on small plots. The area to the east of Nathan Road was the King’s Park area which was characterised by a small knoll in the north and open expanse of green fields offered by various recreational clubs in the south;

Local Wind Environment

- (d) an air ventilation assessment (AVA) by expert evaluation for the Area had been undertaken. The major findings and recommendations of the AVA were detailed in paragraph 4.3 and Attachment V of the Paper;
- (e) the annual prevailing wind of the Area came from the northeast, east and west, whereas the summer prevailing wind came from the southeast and southwest. As shown on Plan 7A of the Paper, there were eleven major air paths in the Area;
- (f) the AVA had recommended the following considerations in formulating the proposed BH profile and for better air ventilation through proper building design upon redevelopment of sites:

- it was prudent to retain, enhance and/or create breezeway/air path through the designation of open space/non-building area (NBA)/building setback and the linkage of open space and breezeway/air path with each other;
 - since the western part of the Area relied on the existing roads for air ventilation, there was a need to preserve the existing grid street pattern and explore opportunities to widen the roads which were of air ventilation importance;
 - the height of buildings nearer to the seashore should be lower and progressively increasing in the inner region;
 - while wall effect must be avoided near the shore and major breezeways, building clusters with longer aspects perpendicular to the prevailing wind direction should also be avoided;
 - more open spaces and lower BH should be designated near road junctions to facilitate wind penetration; and
 - further AVA was recommended to be conducted for large-scale developments e.g. the redevelopment/expansion of Kwong Wah Hospital and Queen Elizabeth Hospital;
- (g) specifically, the AVA had recommended to designate building setbacks, NBA and building gaps in the Area as explained below;

Urban Design Principles

- (h) the formulation of BH restrictions had taken into account a list of urban design principles as detailed in paragraph 4.4 of the Paper. In particular, the view to ridgelines and mountain backdrops from the vantage point at Viewing Deck of Pier 7 should be preserved and the important cultural/heritage features in the Area should be respected. The low-rise “G/IC and “OU” developments should be retained as spatial/visual relief and breathing space. The height profile should be sympathetic and compatible in scale and proportion with the surrounding developments. Besides, the BH bands should ensure that the urban design principles would not be negated while still optimising the development intensity as provided under the current OZP, taking into account the building design constraints

and development restrictions under the lease with allowance for building design flexibility;

Proposed BH Concept and Planning Considerations

- (i) as shown on Plan 8A of the Paper, the Area formed part of the continuous urban built-up area extending from Tsim Sha Tsui to Mong Kok along the axis of Nathan Road. In this regard, a stepped height concept was generally adopted with higher height bands assigned along Nathan Road and gradual descending height bands radiated from the road to the east and west;
- (j) in general, a height band for an area that was commensurate with the planning intention of various land use zones and reflecting the majority of the existing buildings was adopted, except for the relatively tall development of 8 Waterloo (about 132.1mPD) where its existing BH was respected and incorporated into the height band;
- (k) the BH profile should not exceed the maximum BHs already stipulated for the area to the immediate east under the Ho Man Tin OZP (Plan No. S/K7/20) so as not to block the flow of westerly wind into the hinterland;
- (l) in general, the AVA recommended that the existing streets especially those in the north-south and east-west directions serving as air paths should be widened through the designation of building setbacks or the creation of new air paths through the designation of building gaps upon redevelopment;
- (m) there were quite a number of small lots in the Area. A two-tier approach as explained below was proposed for the small residential lots to encourage site amalgamation for better-designed developments and inclusion of on-site parking, loading/unloading and other supporting facilities;

Proposed BH Restrictions for “C”, “R(A)” and “R(B)” Zones

- (n) a maximum BH of 100mPD was proposed for the “C” sites along Nathan

Road which was consistent with that of the “C” sites along Nathan Road in Mong Kok and Jordan districts;

- (o) to maintain a smooth transition of the BH profile from the high-rise Nathan Road commercial spine to the windward direction and to blend in with the residential areas to the immediate north and south of the Area, a maximum BH of 80mPD was proposed for the “R(A)” sites, including the “R(A)1” site covering Prosperous Garden;
- (p) about 98% of the private residential lots within the “R(A)” zone had a site area of less than 400m². To encourage amalgamation of sites for more comprehensive development and to avoid ‘pencil-like’ buildings, a two-tier approach was proposed under which an additional BH of 20m would be allowed for residential sites with an area of 400m² or more. Nevertheless, the two-tier approach would not apply to :
 - the “R(A)1” site covering Prosperous Garden as it was already a comprehensive development with a higher height of about 87.1mPD than the proposed BH restriction of 80mPD and a larger site area of about 1.46ha than the minimum 400m²; and
 - the “R(A)” sites covering eight residential sites to the west of Ferry Street having taken into account of their location at the wind entrance close to the harbour and the objective of creating a BH profile stepping down towards the seaward side;
- (q) a maximum BH restriction of 90mPD was proposed for the “R(B)” sites covering The Regalia, King’s Park Villa and Wylie Court in the King’s Park area which generally reflected their existing BHs of 91.8mPD, 90.8mPD and 87.9mPD respectively;

[Mr. Clarence W.C. Leung returned to join the meeting at this point.]

Proposed BH Restrictions for “G/IC” Zone

- (r) a number of GIC facilities, including Kowloon Government Offices,

Yaumatei Carpark Building, Yau Ma Tei Specialist Clinic Extension and Yau Ma Tei Police Station, would be affected by the proposed widening of Gascoigne Road and re-provisioned elsewhere. As the land use of the area would be restructured as a result of the road project, the BH restriction for the area would be reviewed when appropriate;

- (s) for the “G/IC” site covering the Queen Elizabeth Hospital, the northern portion was occupied by a few low-rise buildings of 1 to 5 storey(s) high (about 23mPD to 42.2mPD). It was proposed to impose a BH restriction of 5 storeys on this portion of the site. The central portion of the site was occupied by the main buildings which were predominantly 13 storeys high (about 61.6mPD to 64.4mPD) with two other 14-storey blocks (about 72.1mPD and 76.2mPD). As this central portion fell within the east-west breezeway in accordance with the findings of the AVA, it was proposed to impose a maximum BH restriction of 65mPD to reflect the predominant height;
- (t) for the other “G/IC” sites, maximum BH restrictions of 1 to 12 storey(s) were proposed for those low-rise developments whereas maximum BH restrictions of 59mPD, 66mPD, 68mPD, 89mPD, 92mPD and 107mPD were proposed for those high-rise developments. They were to reflect the BHs of the existing/proposed developments or to meet the general requirement for standard school development;

Proposed BH Restrictions for “OU” Zone

- (u) there were three “OU” annotated “Sports and Recreation Club” sites covering eight recreation clubs in the Area. They were all low-rise developments within the east-west breezeway. As such, it was proposed to impose maximum BH restrictions of 1 to 3 storey(s) to maintain their existing BHs;
- (v) the remaining “OU” annotated “Kowloon Canton Railway” zone was not intended for development nor was there any structure such as station entrance, vent shafts, ventilation building or utilities building found within the zone. As such, it was proposed not to impose BH restriction on this

zone;

Proposed Building Setbacks, NBA and Building Gaps

(w) taking into account the findings and recommendations of the AVA, the following improvement measures were suggested for incorporation into the OZP :

- along Portland Street, Arthur Street, Parkes Street and the section of Woosung Street between Kansu Street and Saigon Street, the ratio of BH to the width of the street on which the building abutted (i.e. height-to-width (H/W) ratio) was greater than 3. At such ratio, it would be difficult for wind to reach down to the pedestrian level. To enhance the north-south air flow, it was proposed to impose a building setback of 3m from the lot boundary at 15m above the mean street level (i.e. podium level) on the two sides of the above streets upon redevelopment. This could increase the width of the air paths along these streets to about 15m to 21m upon redevelopment and help improve the H/W ratios at these streets;
- the effectiveness of the air path along Kansu Street was constrained by a bottleneck at the intersection with Nathan Road where a building block at 383-389C Nathan Road (i.e. Alhambra Building) did not align with other buildings on the same side of the street and protruded into the air path. To widen the bottleneck to facilitate the westerly and easterly wind, it was proposed to impose a building setback of 6m from the lot boundary at 15m above the mean street level (i.e. podium level) for the “C” site abutting the northern kerb of Kansu Street; and
- the existing public open space to the south of the residential development known as 8 Waterloo was situated at a location where the southerly wind changed its course from Temple Street to Portland Street. To preserve this air path, it was proposed to designate this public open space as NBA. As the NBA was required for air ventilation purpose, it would not apply to underground developments;

- (x) the above building setbacks and NBA should be taken into account upon future redevelopment of the sites. For flexibility, a minor relaxation clause would be incorporated in the Notes of the relevant zones to allow for minor relaxation of such requirements under exceptional circumstances;
- (y) the AVA had also recommended to designate the following building gaps on the OZP :
 - a 15m-wide building gap above podium level across the building blocks at 502-512 Nathan Road to extend the air path along Man Ming Lane eastwards;
 - two 15m-wide building gaps above podium level across the two “R(A)” sites bounded by Canton Road, Pitt Street, Ferry Street and Dundas Street to extend the air path along Hamilton Street westwards;
 - a 16m-wide building gap above podium level traversing the residential block to the east of Prosperous Garden to welcome the wind from the harbour to the inner area; and
 - four 10m-wide building gaps above podium level across the two “R(A)” zones bounded by Jordan Road, Canton Road, Saigon Street and Ferry Street to facilitate the summer easterlies and westerlies;
- (z) as the proposed building gaps would transverse individual small lots, consideration would be given to implementing the proposed building gaps should there be amalgamation of the small lots into a larger site upon redevelopment, which could accommodate the imposition of the proposed building gaps. Each case would be considered on its own merits. It was thus proposed to specify such intention of building gaps in the Explanatory Statement of the OZP for long-term implementation;

Proposed Amendments to the OZP

- (aa) while the proposed BH restrictions would be incorporated into the OZP, opportunity was also taken to recommend other zoning amendments as summarised below;

Rezoning of the URA Scheme at Waterloo Road/Yunnan Lane

- (bb) the URA scheme at Waterloo Road/Yunnan Lane was currently zoned “Comprehensive Development Area” (“CDA”) on the approved Land Development Scheme Waterloo Road/Yunnan Lane Development Scheme Plan (DSP) No. S/K2/LDC1/4. In accordance with the approved Master Layout Plan under Application No. A/K2/159, the site had been developed into a residential development known as 8 Waterloo with the in-situ preservation of the former pumping station of the Water Supplies Department (also known as the Red Brick Building) and the provision of a 1,650m² public open space. All the approval conditions attached to the planning permission had been complied with. The Red Brick Building, which was a Grade 1 historic building, was now under the ownership of the Leisure and Cultural Services Department for conversion into a training venue for the proposed Xiqu Activity Centre at the former Yaumatei Theatre;
- (cc) to reflect the current and planned uses and to maintain effective planning control, the above site was proposed to be rezoned from “CDA” on the DSP to “OU” annotated “Residential Development with Historical Building Preserved” on the OZP subject to a maximum total gross floor area (GFA) of 29,017m², BH restrictions of 132mPD for the residential portion and 2 storeys for the Red Brick Building, as well as the requirement for the in-situ preservation of the Red Brick Building and the provision of a 1,650m² public open space at ground level. The requirement on the provision of public open space was based on the consideration that the public open space was part and parcel of the 8 Waterloo development and hence it should be subsumed under the proposed “OU” zoning to reflect its integrated relationship with the development, instead of being separately rezoned as “Open Space” (“O”). This public open space would be

designated as NBA for air ventilation reason as explained earlier at the meeting. To preserve the historic building in-situ, any addition, alteration and/or modification to the existing historic building would require planning permission from the TPB;

Rezoning of Three Existing Public Open Spaces from “G/IC” to “O”

- (dd) it was proposed to rezone three sites occupied by the Reclamation Street Sitting-out Area, Hamilton Street Rest Garden and Arthur Street Temporary Playground from “G/IC” to “O” to reflect the current use of the sites;

Rezoning of Eight Residential Sites from “R(A)” to “R(A)2”

- (ee) the eight residential sites to the west of Ferry Street were proposed to be rezoned from “R(A)” to “R(A)2” to effect the proposed BH restriction of 80mPD;

Rationalisation of Boundary for Hong Kong Red Cross Blood Transfusion Service

- (ff) the site covering Hong Kong Red Cross Blood Transfusion Service was largely zoned “G/IC” with two strips of land on the eastern and western sides of the site zoned as “O” and “R(B)” respectively. The “G/IC” portion accommodated an existing 4-storey building (about 46.3mPD) and a proposed 8-storey annex block (about 66mPD) which was granted a building plan approval in 2009. The “O” portion was occupied by some utility installations and the “R(B)” portion was now vacant. To tally with the boundary of the land grant which was soon to be executed, the “O” and “R(B)” portions of the site were proposed to be rezoned to “G/IC”. The enlarged “G/IC” zone would be subject to a maximum BH restriction of 8 storeys to reflect the approved extension development;

Rezoning of Three Electricity Sub-stations from “R(A)” to “G/IC”

- (gg) it was proposed to rezone three sites occupied by electricity sub-stations in the Area from “R(A)” to “G/IC” subject to a maximum BH restriction of 1 storey to reflect the as-built situation;

Revision to the Annotation of “OU” Zone

- (hh) with the merger of the two railway corporations on 2.12.2007, it was proposed to amend the annotation of the “OU” sites for the MTR Kowloon Tong Station and the rail track of East Rail Line from “九廣鐵路 Kowloon Canton Railway” to “鐵路 Railway”;

Proposed Amendments to the Notes of the OZP

- (ii) the proposed amendments to the Notes of the OZP included the followings:
- amendments to the Notes for the “C”, “R(A)”, “R(B)”, “G/IC” and “OU” annotated “Sports and Recreation Club” zones to incorporate the proposed BH restrictions;
 - amendments to the Notes for the “C”, “R(A)” and “G/IC” zones to incorporate the proposed building setback requirements and a minor relaxation clause for such requirements;
 - amendments to the Notes for the “C”, “R(A)”, “R(B)”, “G/IC” and “OU” annotated “Sports and Recreation Club” zones to include a minor relaxation clause for the plot ratio/GFA/BH restrictions;
 - incorporation of a new set of Notes for the “OU” annotated “Residential Development with Historical Building Preserved” zone, which would include the stipulation of the various restrictions/requirements for the zone and the incorporation of minor relaxation clauses for the GFA and BH restrictions as well as the NBA and building setback requirements as stated in paragraph 7.2.4 of the Paper;
 - amendments to the plot ratio/GFA exemption clause in the Remarks of the Notes for the “R(A)” and “R(B)” zones to clarify that the provision related to caretaker’s quarters and recreational facilities only applied to domestic building or the non-domestic part of the building;

- amendments to the annotation of the “OU” zone from “For All Other Sites” to “Railway” and refinement of the planning intention of this zone; and
- incorporation of some technical amendments to the Notes of the OZP to accord with the latest Master Schedule of Notes;

Proposed Amendments to the Explanatory Statement of the OZP

- (jj) opportunity was taken to revise the Explanatory Statement of the OZP as detailed in Attachment III of the Paper to take account of the proposed amendments and to reflect the latest planning circumstances of the OZP;

Departmental and Public Consultation

- (kk) relevant Government departments had no adverse comment on or objection to the proposed amendments. The proposed BH restrictions had also taken into account the comments from the relevant departments, where appropriate; and
- (ll) upon agreement of the Committee, the proposed amendments to the OZP would be published under section 5 of the Town Planning Ordinance for public representation. The Yau Tsim Mong District Council would also be consulted on the amendments during the exhibition period of the draft Yau Ma Tei OZP No. S/K2/20A (to be renumbered as S/K2/21 upon exhibition).

6. The Chairperson said that several building gaps were proposed for the Area based on the recommendations of the AVA. However, these proposed building gaps would transverse individual small lots. If these small lots were redeveloped on their own without amalgamation with the adjacent lots, it would be difficult to accommodate the proposed building gaps without unduly depriving the private development rights. In this regard, it was proposed to specify the intention of creating the proposed building gaps in the Explanatory Statement of the OZP for long-term implementation should there be amalgamation of the small lots into a larger site upon redevelopment, which could then accommodate the imposition of the proposed building gaps. Each case would be considered on its own merits. In addition, existing buildings/committed developments that had already

exceeded the relevant BH restrictions were allowed to be redeveloped to the height of the existing buildings upon redevelopment.

7. A Member noted that a two-tier approach for the “R(A)” sites was proposed in order to encourage amalgamation of sites for more comprehensive development and to avoid ‘pencil-like’ buildings. This Member raised a concern that amalgamation of sites, which would be encouraged under the proposed two-tier approach, very often resulted in developments with podium design. The proliferation of such developments in other old urban areas such as Shau Kei Wan and Kowloon City had created monotonous townscape and resulted in loss of identity of these areas. The Yau Ma Tei area was characterised by the wide variety of uses/developments and vibrancy of the area. The local character of the area, which was rather unique in Hong Kong, should be duly respected and preserved while not affecting the private development rights.

8. The Chairperson clarified that the proposed two-tier approach was not intended to encourage podium developments, but to cater for amalgamation of sites and inclusion of on-site parking and loading/unloading and other supporting facilities for larger sites. While the development intensity of the “R(A)” sites as permitted under the OZP could be accommodated under the proposed BH restriction of 80mPD, it was noted that about 98% of the private residential lots within the “R(A)” sites had a site area of less than 400m². If these small lots were amalgamated for redevelopment in future, the development intensity of these sites as permitted under the OZP might not be achievable under the proposed BH restriction. In this regard, it was proposed to allow for an additional BH of 20m for those sites with an area of 400m² or more.

9. Regarding the concern on podium developments, the Chairperson said that the site coverage of non-domestic buildings at a height not exceeding 15m could be up to 100% under the prevailing Building (Planning) Regulations. Notwithstanding this, in the 2010-11 Policy Address announced by the Chief Executive on 13.10.2010, various measures would be undertaken to achieve sustainable building design. One of the measures was to provide 100% GFA concessions to buildings only when (i) the car parks were provided underground, and (ii) the car parks had put in place at building construction stage the infrastructure and conditions which were necessary for the future installation of electric vehicle standard charging facilities. For car parks fulfilling (ii) above but were above-ground, only 50%

GFA concessions would be granted. Exceptions would be considered for granting 100% GFA concessions only when it was proven with sufficient evidence that it was technically infeasible or totally unnecessary to construct an underground car park. The above measure could also help avoid podium developments.

10. The same Member said that 'pencil-like' buildings were commonplace in many old urban areas of Hong Kong, including the Yau Ma Tei area. They contributed also to the local character of the area. Any stereotype thinking that 'pencil-like' buildings were undesirable should be avoided. In fact, 'pencil-like' buildings usually had one or few flats on each floor, thereby providing a high degree of privacy for the residents. As 'pencil-like' buildings were slender, there were usually gaps between such buildings which could facilitate the penetration of sunlight and air. Moreover, not all people needed to use club house facilities which were usually provided in large-scale developments. As such, some people actually preferred to live in 'pencil-like' buildings.

11. A Member echoed that old urban areas, like the Yau Ma Tei area, very often had their own identity and character. This Member therefore asked if the Government would commission a study to examine how the local character of old urban areas could be maintained/enhanced in the planning process, taking into account the social complexity of the area. Another Member strongly agreed with the above suggestion so that the Committee could have more information/assessments in the planning of old urban areas.

12. The Chairperson said that in view of the growing community aspirations for better and sustainable living environment, the TPB in recent years had been reviewing the OZPs progressively to stipulate BH restrictions. A general principle in formulating the BH restrictions was to ensure that the maximum plot ratio/GFA permissible under the OZP could be accommodated under the proposed BH restrictions. It was against this background that amendments to the approved Yau Ma Tei OZP to incorporate BH restrictions were proposed. The above Members' concern was, however, related to a much wider issue of preservation versus development and public interests versus private development rights. What constituted the local character of an area that was worth preserving would involve the social values of the community. The ways to maintain/enhance such character might also require new policy initiatives. It was therefore a highly complex issue which needed to be thoroughly examined and discussed in the community. The undertaking of such study would also take time to complete. In fact, the Committee had on 8.5.2009 discussed about a

similar issue in considering a s.12A application No. Y/H3/3. In that application, the applicant proposed to reduce the plot ratio of the whole 'Old City' area of Central to 5 so as to preserve the character of the 'Old City'. At that meeting, the Committee was of a view that any reduction in plot ratio would have wide ramifications and hence had to be supported by a thorough study to assess the implications. Such proposal would also have policy implications and needed to be carefully considered at the policy level.

13. Regarding the issue of "pencil-like" buildings vis-a-vis more comprehensively-designed developments, a Member said that different people had different preferences. While the planning framework had not restricted the types of accommodation to be provided, the residents could make their own choices of properties available in the market. This Member also pointed out that in general, "pencil-like" building would be too small for provision of lift. Such facility, however, was needed for our ageing population. The management fee of "pencil-like" building was also usually higher due to the small number of flats to bear the management cost.

14. A Member said that the incentive provided to the amalgamation of sites would be mainly enjoyed by the large developers who had the financial resources to amalgamate individual private lots and kick off the redevelopment process. The Chairperson said that the Development Bureau on 13.10.2010 had published the draft text of the revised Urban Renewal Strategy (URS) for public consultation before finalisation for promulgation. To strengthen urban renewal at the planning stage with a "people-centred", "bottom-up" and "district-based" approach, it was proposed to set up a new advisory platform, District Urban Renewal Forum, in the old urban districts. The first one would be set up on pilot basis in Kowloon City where there was a large number of dilapidating buildings and where the URA had not carried out many projects. It was also recognized that redevelopment could take more diverse forms with the URA as "implementer" or "facilitator". While the URA could initiate a redevelopment project on its own or respond to a joint approach from building owners to initiate redevelopment of their lot(s)/building(s) (i.e. as "implementer"), it was proposed that the URA could also provide assistance to owners as consultant at a service fee to help them assemble titles for owner-initiated redevelopment (i.e. as "facilitator").

15. While agreeing to the proposed amendments to the OZP, a Member asked for the reason for the proposed rezoning of eight residential sites to the west of Ferry Street from "R(A)" to "R(A)2". In response, Mr. C.K. Soh, STP/TWK, said that the concerned sites

were located at the wind entrance close to the harbour. Given their location and the objective of creating a BH profile stepping down towards the seaward side, it was therefore considered not appropriate to adopt the proposed two-tier approach and allow for an additional BH of 20m at these sites. To differentiate them from the other “R(A)” sites with the adoption of the proposed two-tier approach, these eight residential sites were therefore proposed to be rezoned from “R(A)” to “R(A)2”.

16. Another Member also agreed to the proposed amendments to the OZP, but enquired if a district-wide traffic study for the area would be undertaken which could facilitate the Committee’s consideration of the OZP review and individual development schemes within the district. The Chairperson said that the current OZP review did not include a review of plot ratio restrictions. As the development intensity permitted under the OZP would remain unchanged, the traffic generation of the area would not be affected by the proposed imposition of BH restrictions. The Chairperson also said that the Planning Department completed the Kowloon Density Study (KDS) in 1993. The KDS devised a new basis for the control of building density in Kowloon and New Kowloon with the lifting of the airport height restrictions upon relocation of the Kai Tak airport, taking into account the development capacity of the infrastructure and environment of the area. The KDS controls were subsequently reviewed as part of the Stage II Study on Review of Metroplan and the Related KDS Review completed in 2003.

17. The Chairperson continued to point out that the Transport Department (TD) had carried out district-wide traffic studies as and when required to review the traffic conditions and identify measures/works to ease the existing traffic problems and meet the projected traffic demand of the concerned districts. For instance, district-wide traffic studies had previously been conducted for the northern and western Kowloon. Mr. C.K. Soh said that for Members’ reference, the “West Kowloon Reclamation Development Traffic Study” was completed in 2009 in order to meet the increasing traffic demand in the entire West Kowloon area, including the West Kowloon Cultural District and the commissioning of the XRL West Kowloon Terminus. In response to a Member’s enquiry, Mr. Anthony Loo, Assistant Commissioner for Transport (Urban) of TD, advised that there was currently no plan to undertake a district-wide traffic study for the Yau Ma Tei area.

[Professor P.P. Ho left the meeting at this point.]

18. The Chairperson said that plan-making was an on-going process which would need to take account of the new policies or changing community aspirations. To address a Member's concern raised earlier at the meeting regarding the amalgamation of sites, the Chairperson suggested to suitably amend the wordings in the Explanatory Statement of the OZP to more accurately reflect the intention of adopting the two-tier approach for the "R(A)" sites, which was to cater for amalgamation of sites and inclusion of on-site parking and loading/unloading and other supporting facilities for larger sites. Members' views as expressed in the meeting would also be conveyed to the Development Bureau for consideration. Members agreed.

19. The Chairperson said that the Secretariat would further check the accuracy of the proposed amendments to the OZP, Notes and Explanatory Statement. The above documents, after incorporating the refinements (if any), would be published under section 5 of the Town Planning Ordinance.

20. After further deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Yau Ma Tei OZP No. S/K2/20 and that the draft Yau Ma Tei OZP No. S/K20/20A (to be renumbered as S/K2/21 upon exhibition) at Attachment I of the Paper and its Notes at Attachment II were suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance;
- (b) subject to the proposed amendment as stated in paragraph 18 above, agree to adopt the revised Explanatory Statement at Attachment III of the Paper as an expression of the planning intentions and objectives of the TPB for the various land use zonings of the OZP under the name of the TPB; and
- (c) subject to the proposed amendment as stated in paragraph 18 above, agree that the revised Explanatory Statement was suitable for exhibition together with the OZP.

21. The Committee also agreed to convey Members' views as expressed in the

meeting to the Development Bureau for consideration.

[The Chairperson thanked Mr. C.K. Soh, STP/TWK, Ms. M.L. Leung, STP/TWK, and Mr. Calvin Chiu, AVA Consultant, for their attendance to answer Members' enquiries. They left the meeting at this point.]