

TOWN PLANNING BOARD

Minutes of 558th Meeting of the Metro Planning Committee held at 9:00 a.m. on 27.5.2016

Present

Director of Planning
Mr K. K. Ling

Chairman

Mr Lincoln L.H. Huang

Vice-chairman

Dr Wilton W.T. Fok

Mr Dominic K.K. Lam

Mr Patrick H.T. Lau

Mr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Professor T.S. Liu

Ms Sandy H.Y. Wong

Chief Traffic Engineer/Kowloon,
Transport Department
Mr Wilson W.S. Pang

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Principal Environmental Protection Officer (Metro Assessment),
Environmental Protection Department
Mr Ken Y.K. Wong

Deputy Director of Planning/District
Ms Jacinta K.C. Woo

Secretary

Absent with Apologies

Mr Sunny L.K. Ho

Mr Stephen H. B. Yau

Mr Thomas O.S. Ho

Mr T.Y. Ip

Mr Franklin F.L. Yu

Assistant Director (Regional 1), Lands Department
Mr Simon S.W. Wang

In Attendance

Assistant Director of Planning/Board
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board
Ms Karen F.Y. Wong

Town Planner/Town Planning Board
Ms Vienna Y.K. Tong

Agenda Item 1

Confirmation of the Draft Minutes of the 557th MPC Meeting held on 13.5.2016

[Open Meeting]

1. The draft minutes of the 557th MPC meeting held on 13.5.2016 were confirmed without amendments.

Agenda Item 2

Matters Arising

[Open Meeting]

2. The Secretary reported that there were no matters arising.

Tsuen Wan and West Kowloon District

Agenda Item 3

Section 16 Application

[Open Meeting]

A/K2/215 Proposed Minor Relaxation of Building Height Restriction from 10 storeys to 11 storeys for School (with Boarding Facilities) in “Government, Institution or Community” Zone, 1 Jordan Road, Kowloon
(MPC Paper No. A/K2/215)

3. The Secretary reported that the application was submitted by the Council of the Diocesan Girls’ School (DGS). Ms Sandy H.Y. Wong had declared an interest in the item as she knew Mrs Stella Lau, the Headmistress of the DGS, and both of them served on the Women’s Commission. As the applicant had requested for a deferral of consideration of the application, the Committee agreed that Ms Sandy H.Y. Wong could stay in the meeting.

4. The Committee noted that the applicant requested on 18.5.2016 for deferment of the consideration of the application for two months so as to allow time to address the departmental comments and to prepare further information (FI) in support of the application. It was the applicant’s first request for deferment.

5. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of FI from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of FI from the applicant. If FI submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee’s consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of FI, and no further deferment would be granted unless under very special circumstances.

[Mr Tom C.K. Yip, District Planning Officer/ Kowloon (DPO/K), and Mr Stephen C.Y. Chan, Senior Town Planner/Kowloon (STP/K), were invited to the meeting at this point.]

Agenda Item 4

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/K10/256 Proposed Comprehensive Residential Development with ‘Shop and Services’ and ‘Eating Place’ in “Comprehensive Development Area (2)” (“CDA(2)”) Zone, Kowloon Inland Lots No. 7626, 7628 and 10578, Mok Cheong Street and Sung Wong Toi Road, Ma Tau Kok, Kowloon
(MPC Paper No. A/K10/256)

6. The Secretary reported that MVA Hong Kong Ltd. (MVA), Kenneth To & Associates Ltd. (KTA) and Team 73 Hong Kong Ltd. (Team 73) were three of the consultants of the applicants. The following Members had declared interests in the item:

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| Mr Patrick H.T. Lau | - | having current business dealings with MVA and KTA |
| Mr Franklin F.L. Yu | - | having past business dealings with MVA and Team 73 |
| Mr Thomas O.S. Ho | - | having current business dealings with MVA |

7. The Committee noted that Mr Franklin F.L. Yu and Mr Thomas O.S. Ho had tendered apologies for being unable to attend the meeting. As Mr Patrick H.T. Lau had no involvement in the application, the Committee agreed that he could stay in the meeting.

Presentation and Question Sessions

8. With the aid of a PowerPoint presentation, Mr Stephen C.Y. Chan, STP/K, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;

- (b) the proposed comprehensive residential development with shop and services and eating place;
- (c) departmental comments – departmental comments were set out in paragraph 9 of the Paper. Departments consulted had no objection to or no adverse comment on the application. Concerns on technical aspects could be dealt with by approval conditions;
- (d) during the first three weeks of the four statutory publication periods, a total of 16 public comments (6 supported, 7 objected and 3 provided general comments) on the application were received. The main supporting views were that the proposed development would help revitalising the area. Three of the objecting comments were submitted by the owner of the dissenting lot (KIL 7626) within the Site who raised concerns on the phased development approach, right-of-ways issue, zoning of his lot and plot ratio (PR) of the “Comprehensive Development Area” (“CDA”) sites. Two of the comments were submitted by the Owners’ Corporation/Owners’ Committee of the developments nearby which raised concern on the building height of the proposed development, requested a greater set back of residential towers and provision of more parking facilities and supporting infrastructural facilities in the area;
- (e) the District Officer (Kowloon City), Home Affairs Department advised that the local community was mainly concerned about the traffic congestion, environmental, visual and air ventilation impacts arising from the future developments; and
- (f) the Planning Department (PlanD)’s views – PlanD had no objection to the application based on the assessments set out in paragraph 11 of the Paper. The proposed comprehensive residential development was considered generally in line with the planning intention of the “CDA” zone. The proposed development intensity did not exceed the restrictions stipulated for the zone on the Outline Zoning Plan (OZP). The proposed

development was considered compatible with the planned land uses for the area and would facilitate the gradual transformation of the area for residential use. Relevant government departments had no objection to or no adverse comment on the application, subject to the incorporation of appropriate approval conditions. The proposed two phases of development were self-contained in terms of layout design, provision of open space, and vehicular access arrangement. The development intensity for each phase was allocated on a pro-rata basis based on their respective site area. The proposed phased development was generally in line with the Town Planning Board Guidelines on Designation of “CDA” zones and Monitoring the Progress of “CDA” Developments (TPB PG-No. 17A). Regarding the public comments received, the above planning assessments were relevant.

[The meeting was adjourned for a break of 5 minutes.]

9. The Chairman said that the “CDA” zoning was intended for comprehensive development within which all the proposed uses would be governed by a Master Layout Plan (MLP) approved by the Committee. In the cases where the applicants proposed a phased development approach for a “CDA” site, the main concerns should be whether the development potential of the lots in the later phase would be adversely affected by the earlier phase and, if the site was located in an industrial area, whether the industrial/residential (I/R) interface issue could be resolved. The Chairman then invited questions from Members.

Heritage Preservation

10. A Member asked the condition of the Grade 3 historic building, i.e. Eastern Cotton Mills Limited, which was within the application site (the Site) and the preservation proposal for it. Mr Tom C.K. Yip, DPO/K, advised that the Eastern Cotton Mills Limited was previously located within the applicants’ lots. The applicants had already demolished most of the buildings except a portion of its facade along Mok Cheong Street and some of the granite blocks of the building were salvaged during the demolition. The applicants intended to retain the building façade in-situ as a reminiscence of the industrial use of the area, and the façade would be integrated with the open space of the proposed development to provide a

better setting for appreciation of the past history of the Site. The Antiquities and Monuments Office, Leisure and Cultural Services Department (AMO, LCSD) had no comment on the application and advised the applicants to consider making the best use of the granite blocks in the future development to enhance the heritage value of the Site.

Previous Applications

11. A Member asked why the applicants did not implement the previous approved schemes. Mr Yip said that four planning applications (No. A/K10/187, 195, 198 and 199) for proposed comprehensive residential development of the Site were previously approved by the Committee. The first application (No. A/K10/187) was submitted jointly by the owners of the lots in the Site which was approved with conditions by the Committee. The subsequent three applications submitted by the two owners of Portion A were to amend the approved scheme, whilst owner of Portion B had not raised objection to those applications. The proposed domestic/non-domestic gross floor area (GFA) of the current scheme and the latest approved application No. A/K10/199 was the same. There was a time limit for commencement of development in all those planning permissions, and the applicants had not commenced the development within the specified periods as he could not obtain the approval of the corresponding building plans nor complete the lease modification (both could generally constitute a commencement of development).

12. Another Member asked what the outstanding issues were in obtaining the approval of building plans, and whether they were related to the implementability of the then scheme approved by the Board. Mr Yip said that since obtaining the last planning permission (application No. A/K10/199), the applicants had worked on submission of building plans and applied for lease modification, but approval had not yet been obtained. Although the applicants had applied for extension of time (EOT) for commencement of the approved scheme, it was submitted a few days before the planning permission was due for expiry. As there was insufficient time to process the EOT application, the planning permission lapsed. It was believed that the owners of the Site had once reached agreement for joint development which could not be implemented due to the lapse of the planning permission.

Unused GFA

13. Noting that the applicants had not used up all the permissible non-domestic GFA under OZP for Portion A, a Member asked whether it was possible for Portion B owner to include those unused GFA in his lot. In response, Mr Yip said that owing to design consideration, the applicants decided to forfeit about 3,339m² non-domestic GFA in their lots at Portion A. If the MLP was approved and the applicants or Portion B owner intended to take up the unused GFA in their developments subsequently, they could submit a planning application to amend the approved MLP for the Committee's consideration.

Industrial/Residential Interface

14. A Member asked if Portion B remained as industrial use, whether there would be any land use compatibility issue upon the development of Portion A for residential use. Mr Yip said that the applicants had submitted an Environmental Assessment for the proposed development which had proposed suitable mitigation measures. For example, the residential block of Portion A was set back from the industrial building at Portion B to provide an appropriate buffer. Moreover, based on the survey conducted by PlanD, the units within the industrial building in Portion B (i.e. KK Industrial Building) were mainly used for storage (50%) and office (15%) with only 7% used for workshop and 25% left vacant. As such, there should not be any significant environmental nuisance generated from the industrial building. Mr Yip continued to say that there were clusters of car repairing workshops on the ground floor of the residential developments in the vicinity of the Site. The Environmental Assessment report concluded that as the operation of those car repairing workshops were carried out indoor and usually in the afternoon, they should not cause significant environmental nuisance to the proposed residential development.

15. Another Member asked how the I/R interface problem could be addressed if some of the industrial units in the industrial building at Portion B subsequently changed to more polluting industrial uses. The Chairman explained that the purpose of designating "CDA" zone and "Residential (Group E)" zone in industrial area was generally for phasing out of obsolete industrial uses while ensuring that the I/R interface issue, especially during the transformation period of the area, could be mitigated to an acceptable level. In response

to the Chairman's enquiry on the assessment of the I/R interface issue for the proposed development, Mr Ken Wong, Principal Environmental Protection Officer (Metro Assessment) said that the applicants had conducted an Environmental Assessment based on the updated survey on locations of nearby polluting sources including chimneys and fixed noise sources and confirmed that with suitable measures incorporated in the building design/layout of the proposed development, the potential environmental impacts satisfied the relevant established criteria. On that basis, EPD had no objection to the application. Although the Environmental Assessment did not cover the scenario of future change of use in the industrial building in Portion B, the future change of use could be subject to control under prevailing pollution control ordinances.

16. In response to a Member's enquiry on whether the lease had any restriction for the use of the industrial building in Portion B, Mr Yip said that the lease restricted the use of that building to industrial/godown purposes excluding offensive trade. Mr Yip further said that based on the survey conducted by PlanD, the industrial buildings in Ma Tau Kok area were mainly used for storage and ancillary office, and there was no growing trend for more polluting industrial operations in those buildings. The Chairman supplemented that in case the industrial buildings would change for more polluting industrial uses, there was mechanism under the relevant pollution control ordinances to address environmental issues.

Site Classification

17. Some Members sought clarification on the Site Classification issue raised by the Portion B owner in his public comment. In response, Mr Yip said that under the Building (Planning) Regulations (B(P)R) of the Buildings Ordinance (BO), the Site, being sandwiched by the two streets on two opposite sides, was a Class A site. The applicants proposed to form a new road within Portion A along its eastern boundary which would convert the whole Site into a Class B site with a higher PR allowed under B(P)R. The proposed MLP was prepared based on the permissible PR for a Class B site. The main concern of Portion B owner was whether the proposed GFA of 18,900m² for his lot in the proposed MLP was achievable under B(P)R if Portion B was developed alone.

Phased Development and Development Right of Portion B Owner

18. On the proposed phased development approach, Mr Yip said that it was in compliance with TPB PG-No. 17A in that it would not deprive the land owner in the later phase of his development right as the GFA permitted under the OZP was allocated on a pro-rata basis over the site area of the two portions. Under the currently proposed MLP as submitted, the two phases were self-contained in terms of planning and design. Portion B could be implemented as a standalone phase of the comprehensive scheme, and was technically feasible to achieve the higher permissible PR for Class B site in the proposed MLP in terms of traffic, landscape and urban design aspects. However, if Portion B was to be developed as a separate scheme, whether it could attain the Class B site classification under B(P)R should be a matter to be considered at the building plan submission stage.

19. The Vice-chairman asked, should the MLP be approved, whether the development potential of Portion B would be deprived of, as a phase 2 development in the subsequent building plans submission stage. In response, Mr Yip said that if an agreement for joint development could be reached between the landowners of Portion A and Portion B with a set of building plans covering the whole site for the approved scheme submitted to the Building Authority (BA) for approval, the whole site could be classified as a Class B site if BA accepted the proposed new road in Portion A. In case Portion B owner did not agree to jointly implement the comprehensive development, Portion A owners could only submit a set of building plans covering their lots in accordance with the approved scheme (i.e. for the Phase 1 development). If Portion B owner later submitted a set of building plans for developing his lot alone, it would likely remain a Class A site under B(P)R unless a similar road was also formed within Portion B. As the proposed MLP had assigned the maximum permissible GFAs under the OZP to Portion B on a pro-rata basis, the development potential of Portion B had not been taken up by Portion A.

20. In response to a Member's enquiry, the Chairman clarified that it was not necessary for Portion B owner to rezone his lot if he intended to develop his lot alone, even if the proposed MLP was approved. Portion B owner could develop his lot according to the approved MLP or submit a planning application to vary the design at his lot while taking the layout for Portion A in the approved MLP on board.

Joint Implementation of the MLP

21. Noting that the land owners had considered the comprehensive development proposal at the Site since 2000, a Member asked how the currently proposed MLP could offer an incentive to Portion B owner for joint development. The Chairman explained that while a better design could usually be achieved if the whole “CDA” zone was planned and developed as a single scheme, whether individual land owner would join together for comprehensive development was a market decision. In considering a planning application, the Committee should focus on whether the proposed scheme had any planning merits and would result in any adverse traffic, landscape, air ventilation or other impacts on the surrounding areas, and whether the phasing arrangement was in line with TPB PG-No. 17A.

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

Ownership of the New Road

22. In response to a Member’s enquiry on the land ownership and management of the new road proposed within the Site, Mr Yip said that the new road would serve mainly as an ingress/egress point of Portion A and emergency vehicular access for the proposed development and would be owned and managed by the applicants. Nevertheless, a pedestrian passageway along the road would be provided.

Right-of-Ways (ROWs) for Portion B

23. A Member asked whether the proposed MLP was implementable if the right-of-ways (ROWs) issue for Portion B could not be resolved. In response, Mr Yip said that there were mutual ROWs for passage within the Site under lease for the three lots. The applicants proposed to deck over some of the mutual ROWs, but retain the ground level of the ROWs for passage. As advised by Lands Department, the consent of Portion B owner might be required if the mutual ROWs were decked over. Despite such consent had not yet been obtained, the issue was a land administration matter which could be resolved at the lease modification stage.

Hazard Concern Arising from Ma Tau Kok Gas Works

24. The same Member asked how to define the day-time or night-time population in the hazard assessment in respect of Ma Tau Kok Gas Works (MTKGW). In response, Mr Yip said that a Hazard Assessment was conducted for MTKGW taking into account the planned developments in the consultation zone, and was endorsed by relevant authority. The Hazard Assessment covered the area within 300m of MTKGW, and assessed the acceptability of the hazard levels for the day-time and night-time population within the 300m consultation zone. The day-time population included persons worked and stayed at home during day time while the night-time population comprised mainly local residents. A portion of the Site fell within the 300m consultation zone. The planned populations for Portion A and Portion B were estimated based on the number of flats in the portions. The planned total population of the proposed scheme in that portion was below that estimated in the endorsed Hazard Assessment.

Deliberation Session

25. A Member was of the views that the planning intention of “CDA” zone was for comprehensive development. For “CDA” site under multiple ownership, it was bound to have some owners not willing to jointly implement the comprehensive development. In such case, the main consideration of the Committee should be whether the early phase development would affect the later phase development in terms of comprehensiveness and development right. In the current application, Portion B of about 2,000m² was sizable enough to warrant its own comprehensive development. On the development right aspect, the Site at its current setting would be entitled to a PR allowed for a Class A site under B(P)R. It could only achieve a higher PR if the Site could be turned into a Class B site by creating a new road within the Site. If Portion B owner did not join the comprehensive development, he would only forfeit the additional PR allowed by creation of the new road in the other owners’ lots (Portion A), and the existing development potential at his lot under B(P)R would not be deprived of. On the ROWs issue, it was a contractual agreement made between the parties concerned. The applicants’ legal capacity to proceed with the deck-over proposal of the ROWs could be addressed at the lease modification stage. On that basis, the Member indicated support to the application. Two Members shared the same views of the Member.

26. A Member said that he had no objection to the application, but considered that the applicants had no genuine intention to preserve the Eastern Cotton Mills Limited as only part of the façade was retained while most of the building had already been demolished. The Chairman said that the Eastern Cotton Mills Limited was not a statutory monument but a Grade 3 historic building and was located within the private land. There was no existing mechanism for the Government to require a private land owner to preserve the whole Grade 3 historic building. AMO, LCSO had no objection to the application. The applicants, as reflected in the submitted MLP, committed to retain the façade in-situ and integrated it with the proposed development. Design details would be included in the revised Landscape Master Plan to be submitted by the applicants.

27. A Member asked if an approval condition should be added to require the design of the new road to the satisfaction of the Director of Buildings. In response, the Chairman said that in general, the approval condition would not be imposed if the subject matter was under the ambit of other Ordinance.

28. Members noted that the width of the road was 7.3m and a pedestrian passageway along the road would provide access between Mok Cheong Street and Sung Wong Toi Road. Some of the mutual ROWs provided under lease would also be proposed for pedestrian passage through the Site. The Chairman said that in considering the revised MLP, PlanD could require the applicants to indicate clearly that the road was open to the public for pedestrian passage.

29. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 27.5.2020, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

- “(a) the submission and implementation of a revised Master Layout Plan (MLP) to incorporate the approval conditions as stipulated in conditions (b) to (h) below to the satisfaction of the Director of Planning or of the TPB;

- (b) the submission and implementation of a revised development programme indicating the timing and phasing of the comprehensive development to the satisfaction of the Director of Planning or of the TPB;
- (c) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the TPB;
- (d) the implementation of the drainage facilities identified in the Drainage Impact Assessment to the satisfaction of the Director of Drainage Services or of the TPB;
- (e) the implementation of the local sewerage upgrading/sewerage connection works identified in the Sewerage Impact Assessment to the satisfaction of the Director of Drainage Services or of the TPB;
- (f) the submission of a revised Noise Impact Assessment and the implementation of the noise mitigation measures identified therein for the proposed development to the satisfaction of the Director of Environmental Protection or of the TPB;
- (g) the design and provision of ingress/egress point, vehicular access, parking spaces, loading/unloading facilities to the satisfaction of the Commissioner for Transport or of the TPB; and
- (h) the provision of emergency vehicular access, water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB.”

30. The Committee also agreed to advise the applicants to note the advisory clauses as set out at Appendix VI of the Paper.

[The Chairman thanked Mr Stephen C.Y. Chan, STP/K, for his attendance to answer Members' enquiries. He left the meeting at this point.]

[Ms Sandy S.K. Ng, Senior Town Planner/Kowloon (STP/K), was invited to the meeting at this point.]

[Mr Patrick H.T. Lau and Dr Lawrence W.C. Poon left the meeting at this point.]

Agenda Item 5

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/K11/223 Proposed Public Housing Development including ‘Flat’, ‘Shop and Services’, ‘Market’, ‘Place of Recreation, Sports or Culture’, ‘Public Transport Terminus or Station’, ‘Religious Institution’, ‘School’ and ‘Eating Place’ in “Comprehensive Development Area” Zone and areas shown as ‘Road’, Diamond Hill, Kowloon
(MPC Paper No. A/K11/223)

31. The Secretary reported that the application was submitted by the Hong Kong Housing Authority (HKHA). Townland Consultants Ltd. (TCL) and AECOM Asia Co. Ltd. (AECOM) were two of the consultants of the applicant. The following Members had declared interests in the item:

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| Mr K.K. Ling
(the Chairman)
<i>as the Director of Planning</i> | - being a member of the Strategic Planning Committee (SPC) and the Building Committee of HKHA |
| Mr Martin W.C. Kwan
<i>as the Chief Engineer (Works)
of Home Affairs Department</i> | - being an alternate member for the Director of Home Affairs who was a member of the SPC and Subsidized Housing Committee of HKHA |
| Mr Patrick H.T. Lau | - having current business dealings with HKHA, TCL and AECOM |
| Mr Franklin F.L. Yu | - having past business dealings with HKHA and AECOM |
| Mr Thomas O.S. Ho | - having current business dealings with HKHA |

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| Mr Dominic K.K. Lam | - | having past business dealings with HKHA and AECOM |
| Dr Lawrence W.C. Poon | - | his wife was working in the Housing Department (HD) but having no involvement in planning work |

32. The Committee noted that Mr Franklin F.L. Yu and Mr Thomas O.S. Ho had tendered apologies for being unable to attend the meeting, and Mr Patrick H.T. Lau and Dr Lawrence W.C. Poon had left the meeting. As the interests of Mr K.K. Ling and Mr Martin W.C. Kwan were direct, the Committee agreed that they should be invited to leave the meeting temporarily for the item. As Mr Dominic K.K. Lam had no involvement in the application, the Committee agreed that he could stay in the meeting. The Committee also noted that a replacement page (page 10 of the Paper) was tabled at the meeting. As the Chairman had to leave the meeting, the Committee agreed that Mr Lincoln L.H. Huang, the Vice-chairman, should take over and chair the meeting for the item.

[The Chairman left the meeting temporarily and Mr Martin W.C. Kwan left the meeting at this point.]

Presentation and Question Sessions

33. With the aid of a PowerPoint presentation, Ms Sandy S.K. Ng, STP/K, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;

[Dr Wilton W.T. Fok left the meeting temporarily at this point.]

- (b) the proposed public housing development including flat, shop and services, market, place of recreation, sports or culture, public transport terminus or station, religious institution, school and eating place;

- (c) departmental comments – departmental comments were set out in paragraph 10 of the Paper. The Secretary for Home Affairs rendered in-principle support to the proposed religious use. The Chief Town Planner/Urban Design and Landscape, Planning Department (PlanD) had reservation on the application on grounds that with inadequate information regarding the water feature park, Landscaped Walk, religious uses, public transport interchange (PTI) and preservation and compensatory tree planting proposal, the likely landscape impact and the effectiveness of the mitigation measures on the loss of existing trees could not be fully ascertained. Other departments consulted had no objection to or no adverse comment on the application;

- (d) during the first three weeks of the two statutory publication periods, a total of 18 public comments were received, amongst which 3 objected to and 15 raised concerns/suggestions on the application, which were summarised as follows:
 - (i) the Site should be used for private housing or recreational/ Government, institution and community (GIC) uses. There were concerns on the sufficiency of open space and GIC facilities and the purpose and operation mode of the proposed Confucius Temple. Cycling track and associated parking facilities should be provided;

 - (ii) excessive building height and development intensity of the proposed development would adversely affect the surrounding areas in terms of traffic, air ventilation, visual, and greening provision; and

 - (iii) the commercial facilities were not conveniently located. There should be various pedestrian connections from the proposed development to the surrounding areas and more open space around the religious facility. There were concerns on the preservation of mature trees and tree mitigation plan;

- (e) no local objection was received by the District Officer (Wong Tai Sin); and
- (f) PlanD's views – PlanD had no objection to the application based on the assessments set out in paragraph 12 of the Paper. The proposed public housing development with retail and commercial provision, passive open space, religious facility and PTI was considered generally in line with the planning intention of the “Comprehensive Development Area” (“CDA”) zone. The proposed development intensity did not exceed the permissible statutory limits. The proposed comprehensive development was considered compatible with the land uses of the surrounding areas and the Site could be turned into a new focal point for the community. The proposed development generally complied with the requirements specified in the Planning Brief. The proposed development would have no significant adverse visual and air ventilation impacts on the surrounding areas. On landscape aspect, the concerns of landscape treatment and compensatory tree planting could be addressed by imposing an approval condition. An Environmental Assessment Study, Sewerage Impact Assessment and Drainage Impact Assessment had been submitted to demonstrate that the proposed development was environmentally and technically acceptable. Concerned government departments had no in-principle objection. Regarding the public comments, the planning assessment and comments of the relevant bureau and concerned government departments above were relevant.

[The meeting was adjourned for a break of 5 minutes.]

Pedestrian Cconnectivity

34. Noting that the Site was surrounded by busy major roads including Choi Hung Road and Lung Cheung Road, a Member raised concern on the pedestrian connectivity of (i) the Site with the surrounding areas, especially the nearby residential developments such as Rhythm Garden to the future Shatin to Central Link (SCL) Diamond Hill Station through the Site; and (ii) the proposed PTI and the future SCL Station. In response, Mr Tom C.K. Yip, DPO/K, said that connectivity of the Site was one of the main study themes in planning the

layout of the Site. Various pedestrian connections were proposed including two footbridges across Lung Cheung Road to the area north of the Site, a footbridge across Choi Hung Road to the area to the south and a pedestrian subway connecting the basement of the future SCL Station across Choi Hung Road to the future GIC building at Sze Mei Street. In addition, there were three existing at-grade crossing facilities along Choi Hung Road including one near Tai Yau Street. The residents of Rhythm Garden could either use the proposed pedestrian subway to reach the future SCL Station or the existing at-grade crossing along Choi Hung Road to the PTI. With the planned pedestrian links, the connectivity of the whole area would be enhanced. The proposed three footbridges and one pedestrian subway would connect with the existing pedestrian network leading to Mass Transit Railway (MTR) Diamond Hill Station, Chi Lin Nunnery and Nan Lian Garden to the north, Wong Tai Sin to the west, and San Po Kong to the south.

35. The same Member considered that the proposed pedestrian links for the Site might not be sufficient, and at-grade crossings across the busy Choi Hung Road were not desirable, especially the volume of traffic and pedestrian flows was expected to be much higher upon completion of the proposed development and SCL. In response, Mr Yip said that according to the Traffic Impact Assessment (TIA) report, future pedestrians would mainly use the proposed subway across Choi Hung Road as it linked directly with the SCL Station and was located at the centre of the Site. The three at-grade crossings were already in existence and could cater for the pedestrian flow across Choi Hung Road to other locations of the area to the south.

36. On the pedestrian linkage between the proposed PTI and the future SCL Station, Mr Yip said that the patrons of the PTI was mainly the transit passengers for SCL Station or residents/workers in the nearby areas. Patrons of the PTI could walk to the nearest entrance of the SCL Station along the northern boundary of the Confucius Temple, or along Choi Hung Road to the south via various at-grade footpaths or the proposed subway to the SCL Station.

[Dr Wilton W.T. Fok returned to join the meeting at this point.]

Parking Provision

37. The same Member asked whether a public car park was proposed to facilitate patrons of the SCL Station to park and ride. Mr Yip said that the parking provisions were based on the Hong Kong Planning Standards and Guidelines (HKPSG) and the findings of the TIA for the proposed development to cater for the public rental housing (PRH), Subsidised Sale Flats (SSF), religious facility and the water feature park. The need for additional public car parking spaces had been reviewed. The Site was considered to be well-served by public transport as it would accommodate the future SCL Station and a PTI with a number of bus and mini-bus routes, and the existing MTR Diamond Hill Station was in close proximity as well as the abutting Choi Hung Road and Lung Cheung Road were provided with sufficient bus/mini-bus stops. On that basis, additional public car parking spaces were considered not necessary.

Provision of Retail Facilities

38. Noting that the Site would be a transport node, the same Member asked whether more commercial facilities would be provided to capture the development opportunity. In response, Mr Yip said that the Planning Brief for the “CDA” site required the provision of 8,000m² Gross Floor Area (GFA) for retail facilities at the Site to cater for the PRH/SSF residents. After the Housing Department (HD) conducted a retail viability study and in response to the local requests for more retail facilities and a wet market, the retail GFA to be provided in the development was nearly doubled to 15,590 m² so as to also serve the visitors of the water feature park and the Confucius Temple. Apart from the retail facilities at the Site, the Hollywood Plaza to its north also had a shopping mall to serve the area.

Provision of Open Space and Community Facilities

39. Noting some of the public comments, a Member asked whether the provisions of open space and GIC facilities, in particular, library and educational facilities, were sufficient to serve the residents of the proposed development and the district. In response, Mr Yip said that about one-third of the Site would be developed for the water feature park and Landscaped Walk which would be a district public open space serving a wider area under the management of the Leisure and Cultural Services Department (LCSD). Retail and GIC

facilities to be provided in the proposed development included kindergarten, wet market and ball courts. The wet market and retail facilities would serve the proposed PRH/SSF residents as well as the residents in the wider area. In addition, upon relocation of the existing PTI at Sze Mei Street to the Site, a free-standing GIC building would be developed at the existing PTI site which would provide GIC facilities for the elderly, children and disabled to serve the district. According to the HKPSG, there were sufficient provisions of library, school and indoor recreational facilities in the district, and those facilities would not be provided in the proposed development.

40. In response to the same Member's enquiry on the funding of the water feature park, Mr Yip said that HD would seek government funding for the construction works in accordance with the established procedure.

[Dr Wilton W.T. Fok left the meeting at this point.]

Water Feature Park and Religious Facility

41. A Member asked about the background for including the water feature park and the Confucius Temple within the Site. In response, Mr Yip said that the concept of the water feature park was initiated by local stakeholders. The water feature park with a strong heritage theme was intended to recapture the collective memory of the development history of the Site. Its location signified the origin of the Kai Tak 'River', and water feature would be recreated in the park to be commensurate with the planned revitalization works of Kai Tak Nullah downstream. For the "CDA" site, it accommodated the former Royal Air Force, film production industry with the residence of some celebrities and Tai Hom Village in the past. The water feature park would house the three historic buildings/structures, i.e. Old Pillbox, Former Royal Air Force Hangar (the Hangar) and the Stone House, in recognition of the history of the Site.

42. The same Member considered that the Chinese name of the water feature park had no linkage to the previous Tai Hom Village, and suggested to name some places in the water feature park with old names in Tai Hom Village. The Vice-chairman asked how the Stone House, being a non-graded historic building, could be preserved. In response, Mr Yip said that Member's suggestion on the naming of some places in the park could be relayed to

HD or LCSD for consideration. On preservation of the three historic structures, while Antiquities and Monument Office (AMO) of LCSD requested the applicant to submit a Conservation Management Plan for the two graded structures (i.e. the Hangar and the Old Pillbox) for approval before the commencement of works, there was no such requirement for the Stone House as it was not a graded structure. Nevertheless, Members' concern could be addressed through the proposed approval condition (i) requiring the design and provision of the water feature park (including the three buildings/historic structures) and landscaped walk with cultural theme to the satisfaction of the Director of Leisure and Cultural Services or of the Town Planning Board (the Board).

43. Mr Yip continued to say that the Confucius Temple was proposed by the Confucian Academy and was intended for promotion and development of Confucius' teaching and philosophies, as well as providing venues for holding festival activities/events. While there were similar facilities for other religions in Hong Kong, there was no such facility for Confucian, and the Secretary for Home Affairs rendered policy support to the Confucius Temple development. With the presence of Chi Lin Nunnery, Nan Lian Garden and Wong Tai Sin Temple, the Wong Tai Sin district had a well established ambience of traditional Chinese religions. In such context, the Site was therefore considered appropriate to accommodate the proposed Confucius Temple which could further enhance the religious ambience in the area. The Confucius Temple proposal was supported by the Wong Tai Sin District Council.

PTI

44. A Member considered that the design and location of the PTI were not convenient to serve nearby residents and transit passengers for SCL Station. In response, Mr Yip said that the siting of the proposed PTI had encountered a number of constraints. The PTI was open-air in design and would generate nuisance which might not be desirable to locate it next to residential developments. The proposed PTI site with flyovers running above made it difficult to accommodate developments with building structures, and locating a PTI there could fully utilize the land resource. In any case, the proposed PTI was not far away from the entrances of the SCL Station.

Other Issues

45. The same Member asked whether the wet market would be managed by the Food and Environmental Hygiene Department (FEHD) as requested in some of the public comments. In response, Mr Yip said that as the wet market was located within the PRH/SSF development, it would be managed and maintained by HD in accordance with the established practice. In general, FEHD would manage those wet markets located within government buildings.

46. In response to a Member's enquiry, Mr Yip said that the application was received when the OZP No. S/K11/27 was in force. That OZP was later replaced by OZP No. S/K11/28 incorporating amendments not related to the Site.

Deliberation Session

47. A Member said that the pedestrian linkage from Tai Yau Street to the Site across Choi Hung Road should be enhanced, especially the traffic along Choi Hung Road would be even busier upon development of the Site. The Member also considered that the northern boundary of the Confucius Temple should be set back to provide a wider landscaped pedestrian link between the proposed PTI and the SCL Station.

48. A Member supported the provision of the sizable open space in the congested built environment in the area. It was an opportunity to develop the Site into a focal point with a cultural and heritage theme incorporating the history of the thirteen villages in East Kowloon. The Member also considered that the design of the new residential area should foster the sense of belonging to the local community, especially by provision of more spaces for interaction of the local residents.

49. Noting that Members had no in-principle objection to the application, Members then went through the approval conditions. To address Members' concern on the pedestrian connectivity of the Site, the Vice-chairman suggested and Members agreed to revise approval condition (c) to incorporate an additional requirement for the design and provision of the pedestrian links to the satisfaction of the Commissioner for Transport (C for T) or of the Board.

50. The Vice-chairman suggested to relay Members' views to the applicant on (i) measures to enhance the pedestrian connectivity from the SCL Diamond Hill Station to the surrounding areas, especially to Tai Yau Street, and the proposed PTI; (ii) the possibility to set back the northern boundary of the proposed Confucius Temple to provide a wider landscaped pedestrian link to the SCL Diamond Hill Station; and (iii) the possibility to name some places of the water feature park with appropriate old names of Tai Hom Village in recognition of the history of the Site.

51. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 27.5.2020, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

- “(a) the submission and implementation of a revised Master Layout Plan (MLP) to incorporate the approval conditions as stipulated in conditions (b) to (i) below to the satisfaction of the Director of Planning or of the TPB;
- (b) the submission and implementation of a development programme indicating the timing and phasing of the comprehensive development to the satisfaction of the Director of Planning or of the TPB;
- (c) the design and provision of pedestrian links, ingress/egress point, vehicular access, parking spaces, loading/unloading facilities to the satisfaction of the Commissioner for Transport or of the TPB;
- (d) the submission and implementation of a revised Landscape Master Plan including tree preservation proposal to the satisfaction of the Director of Planning or of the TPB;
- (e) the submission of a tree monitoring report on the preserved trees based on the interval specified in the tree preservation proposal to the

satisfaction of the Director of Planning or of the TPB;

- (f) the implementation of traffic mitigation measures identified in the Traffic Impact Assessment to the satisfaction of the Commissioner for Transport and the Director of Highways or of the TPB;
- (g) the design and provision of the public transport interchange to the satisfaction of the Commissioner for Transport and the Director of Highways or of the TPB;
- (h) the provision of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB;
- (i) the design and provision of the water feature park (including the three historic buildings/structures) and landscaped walk with cultural theme, as proposed by the applicant, to the satisfaction of the Director of Leisure and Cultural Services or of the TPB; and
- (j) the submission of a Conservation Management Plan for the two graded structures (i.e. the former Royal Air Force Hangar and the Old Pillbox) to the satisfaction of the Director of Leisure and Cultural Services or of the TPB.”

52. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix V of the Paper and as follows:

“(n) to note the comments of TPB that the applicant should explore:

- (i) measures to enhance the pedestrian connectivity from the Shatin to Central Link (SCL) Diamond Hill Station to the surrounding areas, especially to Tai Yau Street, and the proposed public transport interchange;

- (ii) the possibility to set back the northern boundary of the proposed Confucius Temple to provide a wider landscaped pedestrian link to the SCL Diamond Hill Station; and

- (iii) the possibility to name some places of the water feature park with appropriate old names of Tai Hom Village in recognition of the history of the Site.”

[The Vice-chairman thanked Mr Tom C.K. Yip, DPO/K, and Ms Sandy S.K. Ng, STP/K, for their attendance to answer Members’ enquiries. They left the meeting at this point.]

[The Chairman returned to join the meeting at this point.]

Agenda Item 6

Any Other Business

53. There being no other business, the meeting closed at 12:15p.m..