

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/H15/283**

- Applicant** : MTR Corporation Limited (MTRCL)
- Application Site** : Wong Chuk Hang Comprehensive Development Area, bounded by Heung Yip Road, Police School Road and Nam Long Shan Road
- Site Area** : 7.17 ha
- Lease** : Aberdeen Inland Lot (AIL) 467  
(a) held under the Conditions of Exchange No. 20304 (the Conditions)  
(b) restricted for non-industrial (excluding godown, hotel and petrol filling station) purposes
- Plan** : Approved Aberdeen & Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/33
- Zoning** : “Comprehensive Development Area” (“CDA”)  
(a) maximum domestic gross floor area (GFA) of 357,500m<sup>2</sup>;  
(b) maximum non-domestic GFA of 121,800m<sup>2</sup>;  
(c) maximum building height (BH) at 150mPD; and  
(d) provision for application for minor relaxation of the GFA and BH restrictions.
- Application** : Proposed Comprehensive Residential and Commercial Development, Rail Station and Depot, Public Transport Interchange, Social Welfare Facilities and Bus and Public Light Bus Termini and Minor Relaxation of Maximum Domestic Gross Floor Area (Amendments to Approved Master Layout Plan)

**1. The Proposal**

- 1.1 The applicant seeks planning permission for the proposed amendments to the approved Master Layout Plan (MLP) for a comprehensive residential and commercial development, rail station and depot, public transport interchange (PTI), social welfare facilities and bus and public light bus (PLB) termini at the application site (the Site) (**Plans A-1 to A-5**). The proposed amendments in the current application (the Current Scheme) are set out in paragraphs 1.4 to 1.6 below. As the main proposed amendment is the increase in number of flats from 4,700 units to

5,200 units (+500 units, 10.64%), which is beyond the Class A or Class B amendments specified in the Town Planning Board (the Board)'s Guidelines on Class A and Class B amendments to Approved Development Proposals (TPB PG-No. 36B), a fresh application under s. 16 of Town Planning Ordinance (the Ordinance) is required.

- 1.2 The Site is subject to a MLP which was previously approved with conditions by the Metro Planning Committee (the Committee) of the Board on 8.2.2013 under Application No. A/H15/254 (the 2013 Scheme) with minor relaxation of the maximum domestic GFA from 357,500m<sup>2</sup> to 358,675m<sup>2</sup> (i.e. to include the accountable domestic GFA of 1,175m<sup>2</sup> for the proposed Hostel for Moderately Mentally Handicapped Persons (HMMHP)). The Site is also the subject of a s.16A application (Application No. A/H15/254-3; the 2019 Scheme) which was approved with conditions by the Director of Planning under the delegated authority of the Board on 26.4.2019 for Class B amendments to the 2013 Scheme.
- 1.3 In support of the application, the applicant has submitted the following documents:
  - (a) Applicant's letter and application form received on 14.5.2020 (**Appendix I**)
  - (b) Supporting Planning Statement (SPS) received on 14.5.2020 (**Appendix Ia**)
  - (c) Supplementary Information received on 15.5.2020 (**Appendix Ib**)
  - (d) Applicant's letter received on 11.6.2020 providing responses to departmental comments<sup>1</sup> (**Appendix Ic**)
  - (e) Applicant's letter received on 19.6.2020 providing responses to departmental comments<sup>1</sup> (**Appendix Id**)
  - (f) Applicant's letter received on 23.6.2020 providing responses to departmental comments<sup>1</sup> (**Appendix Ie**)
  - (g) Applicant's letter received on 26.6.2020 providing responses to departmental comments<sup>1</sup> (**Appendix If**)
- 1.4 In the Current Scheme, there are a total of 14 residential blocks, with BHs ranging from 120mPD to 150mPD, on top of a podium accommodating the depot, PTI, bus and PLB termini, shopping centre, carpark and Government, Institution and Community (GIC) facilities with maximum height at 35mPD as well as the railway station of the South Island Line (East) (SIL(E)). The MLP, section plans, Phasing and Site Accessibility Plan, Landscape Master Plan (LMP), Landscape Floor Plans and Open Space Provision Plan of the proposed development submitted by the applicant are shown in **Drawings A-1 to A-10**. The applicant also submit a comparison of the Current Scheme and the 2019 Scheme which is detailed in the SPS at **Appendix Ia**. A comparison of the major development parameters of the 2013 Scheme, 2019 Scheme and Current Scheme is appended at **Appendix II**.

---

<sup>1</sup> Exempted from publication and recounting requirements.

Comparison of MLP and LMP between the 2013 scheme and Current Scheme is shown in **Plans A-6 to A-13**.

1.5 As compared with the 2013 Scheme, the following main amendments are proposed in the Current Scheme:

- i. there is an increase in the number of flats from 4,700 to 5,200 (+500) with a corresponding increase in the anticipated population from 14,170 to 15,676 (+1,506) and a reduction in average flat size from 76m<sup>2</sup> to 69m<sup>2</sup> (-7m<sup>2</sup>);
- ii. increase in the provision of parking spaces for private cars (+121) and motorcycles (+9), and changes to the layout of internal roads and layout of car park and loading & unloading (L/UL) spaces;
- iii. the provision of private open space is increased from not less than 14,170m<sup>2</sup> to 15,676m<sup>2</sup> (+1,506m<sup>2</sup>) (**Drawing A-10**);
- iv. there is a reduction in BH of Towers 13 and 14 by one storey (but without changing the overall stepped BH profile and BH in terms of mPD) (**Drawings A-2 to A-5**); and
- v. there are changes in the form and disposition of the buildings for Towers 7 and 8 at Site E (**Plan A-6**).

Other minor changes are detailed in **Appendix III** and these changes are incorporating the proposals that were either accepted by relevant government departments under the relevant planning approval conditions of the 2013 Scheme or the subject of the 2019 Scheme.

1.6 Same as the 2013 Scheme, the Current Scheme will be divided into six phases (i.e. Sites A to F) for implementation (**Drawing A-6**). Construction of Sites A and B comprising Towers 11 to 14 is underway (i.e. General Building Plans (GBPs) were approved by the Building Authority (BA) on 12.9.2019 and 6.12.2019 respectively). The additional units proposed in the Current Scheme would mainly be accommodated at Sites E and F (**Drawing A-6**) of the proposed development.

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

The justifications put forth by the applicant in support of the application are detailed in section 4 of the SPS at **Appendix Ia**. They can be summarized as follows:

### Timely Provision to Meet the Current Housing Need

- (a) The Current Scheme is in line with the Government's initiatives to increase housing supply as promulgated in 2019 Policy Address and 2020-2021 Budget at sites with high accessibility.
- (b) The increase of the number of flats under the Current Scheme can timely meet the market demand and community's aspiration for more residential flats by offering a wider range of flat sizes and mix to meet social needs.

### Unchanged Development Intensity

- (c) The overall building layout of the Current Scheme largely resembles the latest approved scheme under Application No. A/H15/254-3 (the 2019 Scheme; Class B amendments to the approved MLP). The key development parameters including GFA, BH profile and number of residential towers remain the same in the Current Scheme. The Current Scheme involves mainly an amendment to the upper limit of number of residential units from 4,900 units of the 2019 Scheme to 5,200 units (+300 units).

### Maintaining Planning and Design Merits

- (d) Planning and Design merits including (i) provision of terraced podium design and stepped BH profile, (ii) compliance with Sustainable Building Design (SBD) Guidelines, (iii) provision of three air/visual corridors and (iv) provision of public/community facilities has been retained. Hence, approval of the Current Scheme will be consistent with the Board's previous decisions.

### No Insurmountable Technical Impacts

- (e) Technical assessments on traffic, environmental, visual, air ventilation, and sewerage aspects have been conducted to ascertain the technical feasibility of the proposed development.
- (f) Compared with the approved schemes, since the catchment size and characteristics of the Site under the Current Scheme remain unchanged, no adverse drainage impact on the existing stormwater drainage system is envisaged.

## **3. Compliance with the "Owner's Consent/Notification" Requirements**

The applicant is the sole "current land owner". Detailed information would be deposited at the meeting for Member's inspection.

## **4. Background and Previous Applications**

- 4.1 SIL(E) is a 7-kilometre long medium capacity railway which provides service between Admiralty and South Horizons with three intermediate stations near Ocean Park, in Wong Chuk Hang (WCH) and at Lei Tung Estate. Operation of SIL(E) has been commenced in December 2016. A section of SIL(E) runs along Heung Yip Road, with the WCH Station and the railway depot located within the north and south-eastern portions of the Site respectively.
- 4.2 The Site was rezoned to "CDA" with a maximum BH of 150mPD, a maximum domestic GFA of 357,500m<sup>2</sup> and a maximum non-domestic GFA of 121,800m<sup>2</sup> on the OZP gazetted on 16.7.2010. The intention was to facilitate the Site for comprehensive development/redevelopment for residential and commercial uses together with a rail depot and station with the provision of public transport and other supporting facilities. The OZP was approved by the Chief Executive in Council (CE in C) on 3.5.2011.

- 4.3 On 17.5.2011, CE in C approved to grant the property development right of the Site as a form of financial assistance to the MTRCL to implement the SIL(E).
- 4.4 A Planning Brief (PB) setting out the development parameters and requirements to facilitate the preparation of a MLP for the Site was endorsed by the Committee on 4.11.2011 (**Appendix IV**).
- 4.5 On 8.2.2013, the Committee first approved with conditions Application No. A/H15/254 with a MLP for a proposed comprehensive residential and commercial development, rail station and depot, PTI, social welfare facilities and bus and PLB termini and minor relaxation of maximum domestic GFA. Subsequently, two s.16A planning applications were approved for the Site; i.e. application No. A/H15/254-2 (approved on 3.11.2016) and Application No. A/H15/254-3 (approved on 26.4.2019). The last approved scheme (i.e. the 2019 Scheme) involves minor amendments such as increase of the number of flats from 4,700 to 4,900 with reduction of average flat size from 76m<sup>2</sup> to 73m<sup>2</sup>; updates on the provision of parking spaces (i.e. residential from 730 to 800, retail from 200 to 235 and motorcycle from 45 to 52); design changes and modifications of building blocks for noise mitigation measures; adjustments on the layout of internal roads and emergency vehicular access (EVA) and changes in locations of ingress/egress point and parking space for G/IC facilities; and revision of landscape design.

## **5. Similar Application**

There is no similar application for “CDA” zone on the Aberdeen & Ap Lei Chau OZP.

## **6. The Site and its Surrounding Areas** (Plans A-1 and A-2, Aerial Photo on **Plan A-3** and Site Photos on **Plans A-4** and **A-5**)

### 6.1 The Site is:

- (a) on a sloping ground ascending generally from north-west to south-east and bounded by Heung Yip Road on the north, Police School Road on the east and south, and Nam Long Shan Road on the west;
- (b) currently and largely occupied by WCH Railway Depot and construction sites. The northern part of the Site along Heung Yip Road is occupied by a PTI and WCH MTR station; and
- (c) previously occupied by the WCH Estate. The south-western part of the Site was a bus terminus and to the south of Police School Road was a PLB terminus which are now all relocated to a location to the south of the Site. The northern fringe of the Site covers an existing nullah which will be decked over.

### 6.2 The surrounding areas have the following characteristics (**Plan A-2**):

- (a) the WCH Business Area is located to the north across Heung Yip Road;
- (b) residential developments and low to medium-rise GIC facilities including the

Pao Yue Kwong Swimming Pool, St. Mary's Home for the Aged and Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex are found to west at Welfare Road;

- (c) to the south-west along Nam Long Shan Road are mainly low to medium-rise GIC facilities and high-rise residential developments;
- (d) to the south are the Singaporean International School and its extension, a proposed community hall site, which is now used as a temporary relocation site for the bus and PLB termini previously located at the subject site, and a proposed residential institution (student residences) site; and
- (e) the Hong Kong Police College is located to the east.

## 7. **Planning Intention**

The "CDA" zone is intended for comprehensive development/redevelopment of the area for residential and commercial uses together with a rail depot and station with the provision of public transport and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints as well as air ventilation and visual considerations.

## 8. **Major Planning Parameters and Development Requirements**

8.1 Major design principles and development parameters of the Site in the endorsed PB (**Appendix IV**) are summarised as follows:

Urban Design Considerations (Plan 4 of **Appendix IV**):

- (a) avoid adverse impact on pedestrian wind environment;
- (b) adopt sensitive layout and disposition of buildings with the provision of at least 3 air/visual corridors, with one of minimum 30m wide across the north-eastern and south-western part of the Site and two of minimum 20m wide in north-south and east-west directions, to achieve better air ventilation and visual permeability;
- (c) in addition to the air/visual corridors, provide gaps between building blocks within the Site and from those on adjoining sites;
- (d) minimize the size and height of the podium structure as far as possible;
- (e) provide terraced podium design and building setback along site boundary to help minimize building bulk; and
- (f) adopt a stepped BH profile with the lowest BH not exceeding 120mPD at the south-western part nearer to the waterfront ascending progressively towards Heung Yip Road and the foothill of Brick Hill.

Pedestrian Connection:

- (g) there should be direct and weatherproof pedestrian connections between the rail station and the PTI as well as the bus and PLB termini for the use by the public. The operating hours of the pedestrian connections should tie in with the operating hours of rail and bus services;
- (h) convenient pedestrian linkages between the proposed rail station/PTI/bus and PLB termini on the Site and the surrounding areas, in particular the WCH Business Area to the north and the proposed pedestrian linkage along Staunton Creek nullah, should be provided; and
- (i) to provide a minimum 4m wide footpath with setback of the development where appropriate, along Police school Road and Nam Long Shan Road to the satisfaction of TD.

8.2 A comparison of major development parameters and planning requirements of the PB and the Current Scheme is set out in **Appendix V**. The Current Scheme in general complies with the requirements of the endorsed PB.

## **9. Comments from the Relevant Government Departments**

9.1 The following government departments have been consulted and their views on the application are summarised as follows:

### **Land Administration**

9.1.1 Comments of the District Lands Officer/Hong Kong West & South, (DLO/HKW&S) and the Chief Estate Surveyor/Railway Development Section (CES/RD), Lands Department (LandsD):

- (a) no objection to the application;
- (b) the Site falls within AIL 467 which is held under the Conditions dated 12.6.2017 that restricts the Lot to be used for non-industrial (excluding godown, hotel and petrol filling station) purposes;;
- (c) the proposed amendments involve the increase in number of residential units from 4,900 to 5,200 without affecting the residential GFA. Having noted that there is no change to the maximum BH and there is no restriction on the number of residential units under the Conditions, he has no objection to the increase in number of residential units;
- (d) having noted that there is no change to the maximum BH and residential GFA, he has also no objection to the changes in building layout, average residential unit size and number of storeys of residential towers T13 and T14;
- (e) as there is no restriction on the local open space under the Conditions, he has no objection to the increase in total area of local open space;

- (f) noting that the applicant has proposed to increase the number of parking spaces, such increase should be considered in the GBP submission stage and subject to the determination by LandsD;
- (g) there is no guarantee that approval or consent will be given in the GBP submission stage. If approval or consent is given by LandsD acting in its capacity as the landlord at its absolute discretion, it will be subject to such terms and conditions, including but not limited to payment of premium and administrative fees as may be imposed as seen fit;
- (h) the applicant shall ensure that no building or structure shall be erected within or on the landscape deck; and
- (i) other key restrictions specified in the lease conditions of the lot are detailed at **Appendix VI**.

### **Traffic Aspect**

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

no objection to the application subject to the following comments:

- (a) understanding that the provision of car parking spaces is limited by various factors, such as train depot, foundation limitations and structural constraints, the proposed number of car parking and L/UL spaces are considered acceptable as they are within the range of Hong Kong Planning Standards and Guidelines (HKPSG) provision. As the high-end of HKPSG provision is still not being met in this amendment, the applicant should further explore the feasible way to provide more parking spaces if possible;
- (b) as the modification of retail access arrangement could minimize the conflict between retail and residential traffic and allow more vehicles to wait within the private lot, it is considered acceptable in principle. However, it shall be ensured that there is adequate space for vehicle manoeuvring and residential traffic to wait for getting in carpark without affecting the road outside. The applicant shall provide substantiation on this for TD's further review in due course;
- (c) flexibility shall be maintained for the alignment of the future footbridge (**Drawing A-6**). Thus, connection points shall be reserved for connection to the opposite side of Nam Long Shan Road. The connection points shall be of sufficient width to receive a footbridge of 4m clear width; and
- (d) relevant approval conditions should be imposed: (i) requiring the design and provision of vehicular access, pedestrian circulation system, car-parking, L/UL and lay-by facilities, (ii) the submission of a further traffic review and the implementation of traffic improvement measures identified therein and (iii) the provision of

connection points in the design of the shopping centre to cater for a potential footbridge between the shopping centre and the opposite side of Nam Long Shan Road, should the application be approved by the Committee.

### **Highways Aspect**

- 9.1.3 Comments of the Chief Engineer/Railway Development 1-1, Railway Development Office, Highways Department (CE/RD1-1, RDO, HyD):
- (a) no particular comment from the view point of interfacing with SIL(E) project; and
  - (b) SIL(E) was commissioned in 2016, there should be no interfacing issue between SIL(E) project and the proposed development in the future.

### **Environmental Aspect**

- 9.1.4 Comments of the Director of Environment Protection (DEP):
- (a) based on information provided and subject to the approval condition to be imposed, he has no objection to the application from environmental planning perspective;
  - (b) should the application be approved by the Committee, approval condition regarding “the design and provision of noise mitigation measures to the satisfaction of DEP or of the Board” should be imposed, so that the applicant could properly address the potential noise impact based on the detailed design of the individual development package that would be available at the later stage;
  - (c) given the additional 80m long semi-enclosure at SIL(E) has already been implemented, insurmountable railway noise impact at the proposed development is not anticipated; and
  - (d) other detailed comments are in **Appendix VI**.

### **Building Aspect**

- 9.1.5 Comments of the Chief Building Surveyor/New Territories East (2) and Rail, Buildings Department (CBS/NTE2&Rail, BD):
- (a) no objection to the application;
  - (b) the proposed covered pedestrian walkways/footbridge and covered open space are GFA accountable under the Buildings Ordinance;
  - (c) it appeared in MLP in Annex 2.1 to 2.7 that the proposed non domestic site coverage may exceed the permitted under the Building (Planning) Regulation. Nevertheless, the above will be assessed upon formal submission of building plans to his department; and

- (d) other detailed comments are in **Appendix VI**.

### **Water Supply**

9.1.6 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) no objection to the application; and
- (b) there are existing fresh water and salt water mains within the Site, free access shall be made available at all times for staff of WSD or WSD's contractor to carry out construction, inspection, operation, maintenance and repair works. Besides, the applicant is requested to observe "Conditions of Working in the Vicinity of Waterworks Installations".

### **Fire Safety Aspect**

9.1.7 Comments of the Director of Fire Services (D of FS):

- (a) no objection in principle to the application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of Fire Services Department. Detailed fire services requirements will be formulated upon receipt of formal submission of GBP or referral from relevant licensing authority; and
- (b) the EVA provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 under the Building (Planning) Regulation 41D which is administrated by BD.

### **Drainage Aspect**

9.1.8 Comments of the Chief Engineer/Hong Kong & Islands, Drainage Services Department (CE/HK&I, DSD):

- (a) no further comments on the Sewerage Impact Assessment (SIA) submitted;
- (b) all the proposed sewerage works shall be carried out by the project proponent at its cost to the satisfaction of DSD;
- (c) the SIA needs to meet the full satisfaction of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure; and
- (d) it is noted from the SPS that the prime objective of the current application is to slightly increase the upper limit of flat number. As mentioned in para 4.4.9 of the SPS, when compared to the approved scheme, the land use types remain the same and there is no significant change (such as characteristics of the site etc.) from the

previously approved scheme. As such, the design principles on drainage connection and mitigation measures as per the approved Drainage Impact Assessment are still valid.

### **Urban Design and Air Ventilation Aspects**

#### 9.1.9 Comments of the Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD):

based on the information provided, it is noted that the proposed development involves slight adjustment of some tower blocks' configuration and BH with no change of overall massing as compared with the previous approved scheme. In this regard, he would has no comment from architectural and visual impact point of view.

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

- (a) Comparing with the 2019 Scheme, the Current Scheme involves the increase in the number of flats by 300 from 4,900 to 5,200; refinements in form of buildings to accommodate the increase in flat number (Towers T7 and T8); and to reflect design of noise mitigation measures (Towers T11 to T14). The area of local open space is increased from 14,772m<sup>2</sup> to 15,676m<sup>2</sup> to correspond with the increase in population. A landscape canopy at Site B near Towers T13 and T14 is replaced by the slightly adjusted landscape deck at 31.35mPD, and there is a reduction in the landscape canopy above the public open space at Site C. As compared with the latest approved scheme, the total GFA and BH remain unchanged, there are no encroachment onto the three air/visual corridors, the maximum height of the podium structure remains at 35mPD and there is no change to the terraced podium design. In brief, the proposed development conforms with the urban design requirements of the PB;
- (b) judging from the photomontages provided in Visual Impact Assessment (VIA), there is no significant change in building bulk as compared with the latest approved scheme, adverse visual impact arising from the proposed amendments is not anticipated; and
- (c) the Air Ventilation Assessment – Expert Evaluation (AVA-EE) submitted in support of the application has demonstrated that the proposed amendments are minor as compared with the latest approved scheme from air ventilation perspective, and there are no encroachment onto the three air corridors and terraced podium design is adopted. As such, no significant impact is anticipated to the surrounding pedestrian wind environment; and
- (d) the applicant has yet been complied with the approval conditions (e) and (f) under Application No. A/H15/254-3, and noting paragraphs 4.4.4 and 4.4.6 of the SPS of the current application that the design is subject to further refinement. Hence, they are still applicable to

the current application.

### **Landscape Aspect**

#### 9.1.11 Comments of CTP/UD&L, PlanD:

- (a) having reviewed the submitted SPS, it is acknowledged that the Current Scheme is aimed to reflect the change on the number of residential units in the proposed development. Compared with the latest approved scheme, it is slightly increased by additional 300 units but there is no change on the major development parameters e.g. the number of blocks in the proposed development and at-grade public open space. Further, it is noted that the latest approved GBPs for Sites A and B as well as its associated landscape design were updated and reflected in the MLP. For the provision of open space, it increases from not less than 14,772m<sup>2</sup> to 15,676m<sup>2</sup> accordingly to reflect the increase of the population in the propose development in the Current Scheme; and
- (b) in view of the above, she has no objection to the application from the landscape planning perspective. Should the application be approved by the Committee, approval condition requiring the submission and implementation of a LMP to the satisfaction of the Director of Planning or of the Board is recommended to be included in the planning permission.

### **Others**

#### 9.1.12 Comments of the Director of Social Welfare (DSW):

As compared with the latest approved scheme (i.e. the 2019 Scheme), there is no change of the HMMH and IVRSC under the Current Scheme. Given that the HMMH and IVRSC are to be constructed according to the Land Grant condition and technical schedule, she has no specific comment from the welfare prospective on the application and would defer to the comments of other B/Ds concerned on the application.

### **District Officer's Views**

#### 9.1.13 Comments of the District Officer (Southern), Home Affairs Department (DO(S), HAD):

- (a) no comment on the application;
- (b) he did not receive any public comments from interested District Council members, the concerned Area Committee and owner's corporation/management committee of the buildings within 100 feet of the application premises; and
- (c) as the planning application is technical in nature, he is not in the position to offer technical comments.

9.2 The following departments have no comment on the application:

- (a) Secretary for Transport and Housing;
- (b) Chief Highway Engineer/Hong Kong, Highways Department;
- (c) Commissioner of Police;
- (d) Director of Food and Environmental Hygiene;
- (e) Director of Electrical and Mechanical Services;
- (f) Head of Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD);
- (g) Project Manager/Hong Kong Island & Islands, CEDD;
- (h) Chief Engineer/Land Works, CEDD; and
- (i) Director of Leisure and Cultural Services.

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

10.1 On 22.5.2020, the application was published for public inspection. During the first three weeks of the statutory publication period which ended on 12.6.2020, a total of 11 public comments were received from a SDC Member, Central & Western Concern Group, Designing Hong Kong and eight individuals (**Appendices VIIa & VIIb**). Among them, three supportive comments were submitted by individuals, seven opposing comments were submitted by Central & Western Concern Group, Designing Hong Kong and five individuals, and the remaining one providing both positive and adverse comments on the application was submitted by a SDC Member. For the seven opposing comments, four are in the form of a standard letter (**Appendix VIIa**).

10.2 The main grounds of the public comments received are summarized as follows:

### Supporting Comments

- (a) the increase in the number of small/medium flat units can timely meet the current market demand to provide affordable alternatives for three to four-person households and people searching a new property for replacement. The diverse types of owners can create a balanced population mix in the community;
- (b) the proposed development which consists of commercial and residential uses with desirable building design can bring a land use balance to the area. The increasing population inflow can facilitate the transformation of WCH industrial area into a new residential and commercial area with vibrancy for community building;
- (c) the shopping centre in the proposed development with supermarkets, eating places, retail shops and community facilities can provide alternatives for the office workers and residents living nearby for daily necessities;
- (d) the proposed development provides connections and covered walkway between residential areas, the shopping mall and transport facilities including bus terminus and WCH MTR station for public convenience under adverse weather;

- (e) additional provision of parking spaces can alleviate the problem of illegal roadside parking caused by insufficient carparks;

#### Opposing Comments

- (f) with additional units and population, an increase in traffic will worsen the traffic congestion in Nam Long Shan Road and Sham Wan Road. The Traffic Impact Assessment (TIA) submitted by the applicant cannot demonstrate that the road and traffic arrangements can cater for further development in WCH, which is becoming a hub of transportation, business and recreation in the Southern District;
- (g) SDC and local residents have requested for pedestrian facilities, particularly, a footbridge connecting between the shopping centre and Shum Wan Road (further connection to the WCH Community Hall, if possible) for residents' convenience and alleviating traffic problem in Nam Long Shan Road and Shum Wan Road. However, the applicant only reserves a connection point for the proposed footbridge across Shum Wan Road. Relevant government departments should conduct feasibility study for the aforementioned footbridge. If the footbridge cannot be constructed, relevant barrier-free facilities and access should be provided;
- (h) the provision of public open space, particularly at ground level, in the proposed development should be substantially increased to account for the increasing population in the area. Despite numerous requests from SDC, MTRC did not provide report on the progress or design details of the proposed public open space. It is a concern on whether the public open space could become part of the retail areas which could deprive public enjoyment;
- (i) the provision of social welfare facilities in the proposed development is insufficient to support the population in the area and its location is not clear. As there is a shortfall of the social welfare facilities in the Southern District, the Current Scheme should ensure sufficient provision to cater for different needs of the residents in the area and benefit the community;
- (j) the commercial GFA of 1,500m<sup>2</sup> reserved in the shopping centre for the use of social enterprises, as required in the PB was not mentioned in the Current Scheme. No community centre or venue for public gathering is proposed;
- (k) the flat units in the Current Scheme are undersized and unacceptable as they do not provide enough living space for the residents; and
- (l) the provision of carparks and private clubhouse facilities is not necessary as the Site is adjacent to transportation and recreation facilities. The open recreation podium should be open to the public for enjoyment.

## **11. Planning Considerations and Assessment**

- 11.1 The current application is to seek planning permission for the proposed amendments to the previously approved MLP for a proposed comprehensive

residential and commercial development, rail station and depot, PTI, social welfare facilities and bus and PLB termini under Application No. A/H15/254, which was approved in 2013. Compared with the 2013 Scheme, the major changes in the current application involve an increase in number of flats by 500 units (10.6%) and corresponding decrease in average flat size by 7m<sup>2</sup> (9.2%), increase in the provision of private open space by 1,506m<sup>2</sup> to cater for the increase in the anticipated population of 1,506, and increase in the provision of parking spaces for private cars and motorcycles by 121 (13.01%) and 9 (20%) spaces respectively as set out in paragraph 1.5 above. The major development parameters including the domestic and non-domestic GFA, number of towers and BH profile of the 2013 Scheme have remain unchanged in the current application. According to the applicant, given part of the proposed development (i.e. Sites A, B, C and D) are already under construction, the proposed additional units will be accommodated at the remaining parts of the development (i.e. Sites E and F) which are yet to be tendered out for construction. The applicant has submitted relevant technical assessments to support the Current Scheme.

- 11.2 While there is an increase in number of flats by 500 units (10.6%) and hence the anticipated population, the provision of private open space (i.e. 1m<sup>2</sup> per person) and parking and L/UL facilities have been revised to comply with the requirements as per HKPSG and the endorsed PB.

#### Traffic Aspect

- 11.3 On traffic aspect, the applicant has submitted a TIA in support of the proposed development. Based on the submitted information, C for T has no objection to the application. He advises that the proposed number of car parking and L/UL spaces is considered acceptable as it is within the range of HKPSG provision. As the high-end of HKPSG provision is still not being met in the current application, TD considers that the developer should further explore the feasible way to provide more parking spaces if possible. The applicant shall also ensure that there is adequate space for vehicle manoeuvring and residential traffic to wait for getting in carpark without affecting the road outside. C for T has therefore recommended that relevant approval conditions should be imposed : (i) requiring the design and provision of vehicular access, pedestrian circulation system, car-parking, loading/unloading and lay-by facilities, (ii) the submission of a further traffic review and the implementation of traffic improvement measures identified therein and (iii) the provision of connection points in the design of the shopping centre to cater for a potential footbridge between the shopping centre and the opposite side of Nam Long Shan Road, should the application be approved by the Committee.

#### Other Technical Aspects

- 11.4 Other relevant concerned government departments have no objection to or no adverse comments on the application from land administration, building, fire safety, geotechnical, environment, sewerage, drainage, social welfare, landscape, urban design, visual and air ventilation aspects. In view of the above, the proposed amendments are considered acceptable.
- 11.5 Should the application be approved by the Committee, relevant approval conditions in respect of building gaps, noise mitigation measures, LMP, and

canopy above the at-grade open space should be imposed to address the technical concerns of the concerned departments. As for the provision of water supplies for firefighting and fire service installations, given it would be dealt with at the building plan submission stage, it is recommended that such an approval condition is not required.

- 11.6 In the 2013 Scheme, an approval condition was imposed requiring that the population-intake of the proposed residential development shall not commence until the additional 80m long semi-enclosure at the SIL(E) as recommended in the application has been fully and properly implemented. Given the extensive at-source noise mitigation measures (including the additional 80m long semi-enclosure at the SIL(E)) have already been implemented under the SIL(E) project, DEP considers that insurmountable railway noise impact on the proposed development is not anticipated. Hence, it is also recommended that such an approval condition is no longer required, should the application be approved by the Committee.

### Public Comments

- 11.7 It should be noted that 11 public comments were received. Amongst these comments, the supportive views are noted. Regarding the public concerns on the traffic, the planning assessment above is relevant. As for the provision of public open space, a venue for district events and social welfare facilities, it should be noted that according to the Current Scheme, the proposed development will provide 1,300m<sup>2</sup> at-grade public open space, IVRSC and HMMHP. All these facilities are in line with the requirements as set out in the PB and concerned departments have no adverse comment. The open space will also be open to the public on 24-hour basis, while IVRSC and HMMHP will be located at Site A to ensure early provision of GIC facilities. As for the floor space for social enterprises and a venue for district events, according to the applicant, 1,500m<sup>2</sup> and 300m<sup>2</sup> GFA (**Plan A-7**) in the shopping centre have been reserved for such purposes. According to the PB, the area will be reserved for other G/IC uses if no organization would take up the space reserved for social enterprises. As for the pedestrian footbridge connecting the proposed development to the opposition side of Nam Long Shan Road, it should be noted that footbridge connection is reserved under the Current Scheme (**Drawing A-6**) and relevant government departments will take up the implementation of the proposed footbridge.

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

- 12.1 Based on the assessment made in paragraph 11 above and having taken into account the public comments in paragraph 10 above, PlanD has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 10.7.2024, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the submission and implementation of a revised Master Layout Plan including a revised development schedule taking into account the approval conditions as stipulated in conditions (b) to (k) below to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the submission and implementation of a Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board;
- (c) the provision of wider building gaps for the proposed development to the satisfaction of the Director of Planning or of the Town Planning Board;
- (d) the design and provision of not less than 1,300m<sup>2</sup> at-grade open space to the satisfaction of the Director of Planning or of the Town Planning Board;
- (e) the design and provision of the canopy above the at-grade open space to the satisfaction of the Director of Planning or of the Town Planning Board;
- (f) the design and reduction of the height and extent of the noise barriers to the satisfaction of the Director of Planning or of the Town Planning Board;
- (g) the design and provision of noise mitigation measures to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (h) the design and provision of vehicular access, pedestrian circulation system, car-parking, loading/unloading and lay-by facilities to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (i) the submission of a further traffic review and the implementation of traffic improvement measures identified therein to the satisfaction of the Commissioner of Transport or of the Town Planning Board;
- (j) the provision of connection points in the design of the shopping centre to cater for a potential footbridge between the shopping centre and the opposite side of Nam Long Shan Road to the satisfaction of the Commissioner of Transport or of the Town Planning Board; and
- (k) 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 Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix VIII**.

12.3 There is no strong reason to recommend rejection of the application.

**13. Decision Sought**

13.1 The Committee is invited to consider the application and decide whether to grant

or refuse to grant the permission.

- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

#### **14. Attachments**

- |                     |   |
|---------------------|---|
| Appendix I          | – Applicant’s letter and application form received on 14.5.2020                                   |
| Appendix Ia         | – Supplementary Planning Statement  |
| Appendix Ib         | – Supplementary Information received on 15.5.2020   |
| Appendices Ic to If | – Further Information submitted by the Applicant on 11.6.2020, 19.6.2020, 23.6.2020 and 26.6.2020 |
| Appendix II         | – Comparison of the major parameters of the 2013 Scheme, the 2019 Scheme and the Current Scheme   |
| Appendix III        | – Other amendments in the Current Scheme  |
| Appendix IV         | – Endorsed Planning Brief for the “Comprehensive Development Area” Site in Wong Chuk Hang         |
| Appendix V          | – Comparison of major parameters with requirements in Planning Brief                              |
| Appendix VI         | – Detailed comments from government departments   |
| Appendix VIIa       | – Sample of public comments in standard letters   |
| Appendix VIIb       | – Public comments in non-standard letters   |
| Appendix VIII       | – Advisory Clauses  |
| Drawing A-1         | – Master Layout Plan  |
| Drawings A-2 to A-5 | – Section Plans   |
| Drawing A-6         | – Phasing and Site Accessibility  |
| Drawing A-7         | – Landscape Master Plan   |
| Drawings A-8 to A-9 | – Landscape Floor Plans   |
| Drawing A-10        | – Open Space Provision Plan   |
| Plan A-1            | – Location Plan   |
| Plan A-2            | – Site Plan   |
| Plan A-3            | – Aerial Photo  |
| Plans A-4 and A-5   | – Site Photos   |
| Plans A-6 to A-12   | – Comparison of Master Layout Plans   |
| Plan A-13           | – Comparison of Landscape Master Plans  |