

MPC Paper No. A/K4/70
For Consideration by the
Metro Planning Committee
on 12.4.2019

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K4/70

- Applicant** : Hong Kong Housing Authority (HKHA)
- Site** : Pak Tin Estate (Part), Shek Kip Mei, Kowloon
- Site Area** : About 5.92 ha
- Land Status** : Vesting Order (VO) No. 25 and Government Land
- Plan** : Approved Shek Kip Mei Outline Zoning Plan (OZP) No. S/K4/29
- Zoning** : “Residential (Group A)” (“R(A)”)

Subject to a maximum plot ratio (PR) of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic. For a non-domestic building to be erected on the site, the maximum PR shall not exceed 9.0.

Subject to a maximum building height (BH) of 100mPD and 130mPD for the portion south of Pak Wan Street (the lower platform) and 120mPD for the portion north of Pak Wan Street (the upper platform)

- Application** : Proposed Minor Relaxation of Building Height Restrictions for Permitted Public Housing Redevelopment

1. The Proposal

- 1.1 The applicant seeks planning permission for minor relaxation of BH restrictions for permitted public housing redevelopment at the application site (the Site), which comprises Blocks 1 to 4 in Phases 7 and 8, Block 5 in Phase 10, Blocks 6 to 7 in Phase 11 and Blocks 8 to 10 in Phase 13 in Pak Tin Estate (the Estate) (**Plans A-1 and A-2**). The Site falls within an area zoned “R(A)” on the approved Shek Kip Mei OZP No. S/K4/29 and is subject to maximum BH of 100mPD and

130mPD (a small portion on the eastern part of the Site) at the lower platform located to the south of Pak Wan Street and 120mPD at the upper platform located to the north of Pak Wan Street (**Plans A-1 and A-2**). Based on the individual merits of a development or redevelopment proposal, minor relaxation of the BH restrictions may be considered by the Town Planning Board (the Board) upon application under s.16 of the Town Planning Ordinance.

- 1.2 The applicant proposes to relax the maximum BH for Blocks 1 to 4 from 100mPD to 122mPD; Block 5 from 100mPD and 130mPD to 132mPD; Blocks 6 to 7 from 120mPD to 130mPD; and Blocks 8 to 10 from 120mPD to 157mPD (**Plan A-2 and Drawings A-1 to A-3**), as summarised in the following table:

Blocks (Phases)	BH Restrictions under OZP (a)	Maximum BH in Proposed Scheme (A/K4/70) (b)	Difference (b)-(a) (%)
Blocks 1 to 4 ^{Note 1} (Phases 7 and 8)	100mPD	122mPD ^{Note 1}	+22m (+22%)
Block 5 (Phase 10)	100mPD and 130mPD	132mPD	+32m (+32%) and +2m (+1.5%)
Blocks 6 to 7 ^{Note 1} (Phase 11)	120mPD	130mPD ^{Note 1}	+10m (+8.3%)
Blocks 8 to 10 (Phase 13)	120mPD	157mPD	+37m (+30.8%)

Note:

1. The proposed maximum BH of 122mPD for Blocks 1 to 4 and 130mPD for Blocks 6 to 7 was approved in the previous planning application No. A/K4/63.

- 1.3 According to the applicant's submission, the current application is for further optimising the development potential subsequent to the application No. A/K4/63 approved in 2013 (Approved Scheme) (paragraph 1.6 below). Since Blocks 1 to 4 and Blocks 6 to 7 of the redevelopment are already under construction and further intensification is not feasible, the applicant proposes to further increase the development intensity of Block 5 and Blocks 8 to 10 by further increasing their BH and enlargement of building footprint for Block 5. The Proposed Scheme would provide an addition of 584 flats as compared to the Approved Scheme.
- 1.4 The proposed redevelopment comprising five phases includes a total of ten housing blocks of 30 to 38 storeys above non-domestic basement or podium accommodating ancillary facilities including shops, market, welfare facilities, car parks and a public transport interchange (PTI) (**Drawings A-1 to A-10**). According to the Proposed Scheme, the redevelopment will provide about 6,484 flats with the total gross floor area (GFA) of about 384,750 m² (domestic and non-domestic GFA of about 327,750 m² and 57,000 m² respectively) and the total PR of 8.1 (domestic and non-domestic PRs of about 6.9 and 1.2 respectively). The

major development parameters of the Proposed Scheme are summarised in the following table:

Development Parameters	Proposed Scheme (A/K4/70)
Site Area ^{Note 1}	About 5.92 ha
Net Site Area ^{Note 1}	About 4.75 ha
Overall PR	Not exceeding 9.0 (About 8.1)
- <i>Domestic</i>	About 6.9
- <i>Non-Domestic</i>	About 1.2
Overall GFA	About 384,750 m ²
- <i>Domestic</i>	About 327,750 m ²
- <i>Non-Domestic</i>	About 57,000 m ²
Site Coverage	Not exceeding 100% (non-domestic below 15m) (not exceeding 40% (domestic))
No. of Flats (approx.)	6,484
Design Population (approx.)	19,760
Average Flat Size (GFA)	About 50 m ²
Local Open Space (LOS)	19,760m ²
No. of Blocks	10
BH (approx.) (in mPD)	
- <i>Lower Platform</i>	
- <i>Blocks 1 to 4</i> ^{Note 2}	Max. 122mPD ^{Note 2}
- <i>Block 5</i>	Max. 132mPD
- <i>Upper Platform</i>	
- <i>Blocks 6 to 7</i> ^{Note 2}	Max. 130mPD ^{Note 2}
- <i>Blocks 8 to 10</i>	Max. 157mPD
BH (approx.) (no. of storeys)	
- <i>Lower Platform</i>	
- <i>Block 1</i> ^{Note 2}	33 storeys ^{Note 2} (31 storeys + 2 storeys of podium)
- <i>Blocks 2 to 4</i> ^{Note 2}	33 / 34 storeys ^{Notes 2&4} (30 storeys + 3 / 4 storeys ^{Note 4} of podium)
- <i>Block 5</i>	36 storeys (34 storeys + 2 storeys of podium)
- <i>Upper Platform</i>	
- <i>Blocks 6 to 7</i> ^{Note 2}	35 storeys ^{Note 2} (34 storeys + 1 storey of basement)
- <i>Blocks 8 to 10</i> (Phase 13)	41 storeys (38 storeys + 3 storeys of podium)

Development Parameters	Proposed Scheme (A/K4/70)
Parking and Loading/Unloading (U/UL) Facilities	
- <i>Total Car Parking Spaces including Light Goods Vehicles (LGV)</i>	300
- <i>Private Car Parking Spaces</i>	270
- <i>LGV Parking Spaces</i>	30
- <i>Motorcycle Parking Spaces</i>	54
- <i>Parking Spaces for Welfare</i> <i>Note3</i>	7
- <i>Total L/UL Bays</i>	17

Notes:

1. Subject to detailed survey and layout finalisation.
2. The relaxed maximum BH of 122mPD for Blocks 1 to 4 and 130mPD for Blocks 6 to 7 was approved in the previous planning application No. A/K4/63.
3. As requested by the Social Welfare Department.
4. There are four levels of podium at Block 3 including one level for mainly electrical and mechanical (E&M)/other services uses (**Drawing A-4**).

- 1.5 According to the submission, the original buildings in Phases 7, 8 and 11 were demolished and these phases are under construction. Demolition works of Phase 10 commenced in July 2018. The piling works for Phase 13 are tentatively scheduled for commencement in 2020/21. The tentative completion years of the redevelopment of the Site are as follows:

Blocks	Phases	Tentative Completion Year
1, 2, 3, 4, 6 and 7	7, 8 and 11	2019/20
5	10	2022/23
8, 9 and 10	13	2025/26

- 1.6 The Site is the subject of a previous planning application (No. A/K4/63) submitted by the same applicant for proposed minor relaxation of BH restrictions for public housing redevelopment from 100mPD to 122mPD for Blocks 1 to 5 at the lower platform; and from 120mPD to 130mPD for Blocks 6 to 10 at the upper platform (**Plan A-1**). The application was approved with conditions by the Metro Planning Committee (the Committee) of the Board on 13.12.2013.
- 1.7 As compared with the Approved Scheme, there would be an increase in domestic and non-domestic PRs and GFAs, number of flats and hence population and LOS in the Proposed Scheme. Besides, there would be adjustment of site boundary and reduction in site area, increase in parking spaces, adjustments of building form and disposition. The comparisons of the layouts and the major development parameters between the Approved Scheme and the Proposed Scheme are at **Drawing A-13** and **Appendix II** respectively.

- 1.8 As in the Approved Scheme, the Proposed Scheme would maintain the provision of a 30m-wide north-south air ventilation/visual corridor on the eastern part of the Site across the central portion of Pak Tin Estate (**Drawings A-1 and A-13**) and has taken into account the preservation of existing trees (**Drawing A-11**). Building separations of up to about 50m (between Block 3 and Block 5) (**Drawing A-1**) would also be provided.
- 1.9 In support of the application, the applicant has submitted the following documents:
- (a) Application form received on 18.12.2018 (**Appendix I**)
 - (b) Planning Statement (including reports on Air Ventilation Assessment (AVA) and Visual Impact Assessment (VIA)) (**Appendix Ia**)
 - (c) Letter dated 18.12.2018 providing replacement pages of the Planning Statement (**Appendix Ib**)
 - (d) Letter dated 25.1.2019 with clarifications and revised AVA¹ (accepted and not exempted from publication and recounting requirement) (**Appendix Ic**)
 - (e) Letter dated 22.2.2019 with clarifications on the status of Environmental Assessment Study (EAS) (**Appendix Id**)
 - (f) Letter dated 25.2.2019 with responses-to-comments and revised AVA¹ (accepted and not exempted from publication and recounting requirement) (**Appendix Ie**)
 - (g) Letter dated 13.3.2019 with responses-to-comments (**Appendix If**)
 - (h) Letter dated 18.3.2019 with responses-to-comments (**Appendix Ig**)
 - (i) Letter dated 8.4.2019 with clarifications (**Appendix Ih**)

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Planning Statement and supporting documents at **Appendices Ia to Ih**. They are summarised as follows:

¹ The applicant submitted a further revised AVA report via letter dated 25.2.2019 (**Appendix Ie**) to supersede the previous AVA report submitted on 25.1.2019. As such, the AVA report submitted on 25.1.2019 is not attached in this paper.

Increase Public Housing Supply and Optimise Site Development Potential

- (a) The Government has been actively exploring all feasible ways to optimise the development potential of public housing sites. The proposed relaxation of BH restrictions for Block 5 and Blocks 8 to 10 and enlargement of building footprint for Block 5 help optimise the site development potential and increase public housing supply (additional 584 flats as compared to the Approved Scheme) and is fully in line with the prevailing Government's policy.

Optimise Building Layout and Design

- (b) The building layout and design have already been optimised taking into account the provision of building gaps, the 30m-wide air ventilation corridor and LOS, preservation of existing trees and avoidance of light well effect. Since the construction for Blocks 1 to 4 and Blocks 6 to 7 in Phases 7, 8 and 11 of the redevelopment has already commenced, further intensification in these phases is not feasible. Increasing the BHs for Block 5 and Blocks 8 to 10 and enlarging the building footprint for Block 5 are the most feasible measures to increase flat production without sacrificing the original planning merits. Besides, a more economical building design without the need for an additional refuge floor is proposed.
- (c) Accommodating car parking spaces in basement of Blocks 8 to 10 to minimise the BH has been explored. However, it is considered not viable as it would require extensive rock excavation which would lengthen the construction period substantially and may increase the potential inconvenience to the existing tenants of the Estate. Therefore, additional car parking spaces are provided in the podium of Blocks 8 to 10 in the Proposed Scheme.

Compatibility of BH with the Surrounding Areas

- (d) The Site is located within a residential cluster with varying BHs. The proposed BHs are considered compatible with the surrounding context, given that the existing building blocks in the younger portion of the Estate (Wan Tin House, Tai Tin House and Lai Tin House located to the southeast of the Site) have BHs of about 100 to 135 mPD (**Plan A-2**). The proposed BH restrictions of 132mPD for Block 5 and 157mPD for Blocks 8 to 10 would add visual interest to the varying BH profile of the Estate.

Provision of Additional Car Parking Spaces

- (e) Best endeavor has been made to provide additional parking spaces in Pak Tin Estate Redevelopment as compared to the Approved Scheme. In the Proposed Scheme, car parking spaces for Block 5 and Blocks 8 to 10 and the retail facilities are provided at the Hong Kong Planning Standards and Guidelines (HKPSG) high-end ratio. On top of that, 14 additional ancillary private car parking spaces and 5 additional ancillary LGV parking spaces are also provided.

Better Air Ventilation

- (f) The Proposed Scheme would maintain the 30m-wide north-south air ventilation corridor across the central portion of the Estate as recommended in the Explanatory Statement (ES) of the Shek Kip Mei OZP as in the Approved Scheme. Under both the Approved Scheme and the Proposed Scheme, there are building separations between the building blocks (about 50m between Blocks 3 and 5). The AVA demonstrates that the Proposed Scheme would not likely induce overall deterioration in terms of air ventilation performance.

Better Visual Permeability

- (g) The Proposed Scheme would maintain the planning merits of providing the 30m-wide north-south visual corridor across the central portion of the Estate as per the Approved Scheme, in which the design layout has already been optimised for visual permeability. The VIA demonstrates that the Proposed Scheme would not result in any significant adverse visual impact on the surrounding areas.

No Insurmountable Impacts to the Surrounding Environment

- (h) According to the findings of the AVA, the VIA, and other technical assessments on traffic, sewerage and environmental, the proposed relaxation of BH restrictions and amendments to the Approved Scheme would not result in insurmountable impacts to the surrounding environment.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The Site involves Government land only, the ‘owner’s consent/notification’ requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) is not applicable.

4. Background

- 4.1 As stated in the 2018 Policy Address, the Government’s housing policy will focus on supply and, based on the Long Term Housing Strategy (LTHS), increase the supply of housing units. According to the LTHS Annual Progress Report 2018, the supply target for public housing will be 315,000 units (including 220,000 units for public rental housing (PRH)/Green Form Subsidised Home Ownership Scheme (GSH); and 95,000 units for other subsidised sale flats (other SSFs)) for the period from 2019-20 to 2028-29.
- 4.2 The Site forms part of the redevelopment of the Estate. Outside the Site, the redevelopment also comprises Phase 9 accommodating a community hall cum welfare facility which was completed and handed over to the Home Affairs

Bureau and the Social Welfare Department (SWD) in June 2018, and Phase 12 which is reserved for a primary school (**Drawing A-1**).

- 4.3 In 2010, with a view to providing better planning control and meeting public aspirations, BH restrictions for the western part of the Shek Kip Mei area including Pak Tin Estate were incorporated in the draft Shek Kip Mei OZP No. S/K4/24 exhibited on 9.4.2010. For the BH restrictions imposed, there was the overall BH concept of reinforcing the stepped height profile in the area. Taking into account the redeveloped public housing blocks already erected to about 130mPD in Shek Kip Mei Estate and Pak Tin Estate abutting the southern section of Nam Cheong Street and the opportunities to transform the western part of the Shek Kip Mei area (including Shek Kip Mei Estate, Pak Tin Estate and Chak On Estate) to a high-rise cluster with the redevelopment of public housing estates envisaged, a maximum of 130mPD height band was imposed on the above-mentioned parts of Shek Kip Mei Estate and Pak Tin Estate (i.e. the eastern portion of the Estate at the lower platform). The height bands of 120mPD and 100mPD were imposed on the upper platform and the western portion of the lower platform of Pak Tin Estate respectively.

5. **Previous Applications (Plan A-1)**

- 5.1 The Site is the subject of six previous planning applications (Nos. A/K4/63, A/TWK/1, A/TWK/3, A/TWK/5, A/TWK/7 and A/TWK/9). They were submitted by the same applicant of the current application.
- 5.2 The previous application No. A/K4/63 as mentioned in paragraphs 1.3 and 1.6 above for proposed minor relaxation of BH restrictions for public housing redevelopment of Pak Tin Estate was approved with conditions by the Committee on 13.12.2013.
- 5.3 The other five previous applications (Nos. A/TWK/1, A/TWK/3, A/TWK/5, A/TWK/7 and A/TWK/9), which covered the car parks in Pak Tin Estate and other public housing estates/Home Ownership Scheme (HOS) developments in the Cheung Sha Wan and the Shek Kip Mei areas, for public vehicle park use were approved with conditions for a period of 3 years by the Committee on 16.4.2004, 23.3.2007, 9.4.2010, 15.3.2013 and 4.3.2016 respectively.
- 5.4 Details of the previous applications are at **Appendix III**.

6. **Similar Application**

There is one similar planning application No. A/K4/65 for proposed minor relaxation of BH restriction from 110mPD to 121mPD for permitted public housing development in

Shek Kip Mei Estate (Phase 6) in the “R(A)” zone on the Shek Kip Mei OZP. The application was approved with conditions² by the Committee on 8.5.2015.

7. **The Site and Its Surrounding Areas (Plans A-1 to A-4)**

7.1 The Site is:

- (a) located in the western part of Pak Tin Estate;
- (b) within the older portion of the Estate for redevelopment. Except the three existing residential blocks (to be demolished for redevelopment) in Phase 13 located at the northwestern part of the Site, the rest of the Site is undergoing construction or demolition for redevelopment. The lower and the upper platforms of the Site are divided by Pak Wan Street with levels ranging from approximately 18mPD to 32mPD; and
- (c) accessed via Nam Cheong Street, Pak Wan Street and Pak Tin Street.

7.2 The surrounding areas have the following characteristics:

- (a) to the north is Chak On Road Driving Test Centre at Chak On Road South and a belt of Government, Institution or Community (GIC) facilities at Nam Cheong Street (including the Public Health Laboratory Centre with a BH restriction of 135mPD, Shek Kip Mei Fire Station, a number of schools and other institution and community facilities). To the further north is Chak On Estate located to the south of Lung Cheung Road (BH restriction of 120mPD) and a cluster of residential developments located to the north of Lung Cheung Road (BH restrictions ranging from 121.9mPD to 210mPD);
- (b) to the east is the younger portion of the Estate with existing BH up to 135.1mPD completed between 1993 and 2004, as well as the recently completed community hall cum welfare facility (i.e. Phase 9 of Pak Tin Estate Redevelopment). The Shek Kip Mei Park lies to the further east across Nam Cheong Street;
- (c) to the south is On Tin House of the Estate (BH restriction of 50mPD), three schools at Pui Tak Street and the Jockey Club Creative Arts Centre at Pat Tin Street. Further south and southeast are the Wai Chi Lane/Wai Chi Street area with private residential developments (BH restrictions of 120mPD), Wai Chi Street Playground, three school buildings, and Shek Kip Mei Estate (the majority of which are subject to BH restrictions ranging from 110mPD to 130mPD); and

² The approval conditions include submission and implementation of landscape master plan and tree preservation proposals, and provision of fire service installations.

- (d) to the west is a green knoll where the Shek Kip Mei Fresh Water Reservoir is located.

8. Planning Intention

- 8.1 According to the OZP, the “R(A)” zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 8.2 A minor relaxation clause in respect of BH restrictions is incorporated into the Notes in order to provide incentive for developments/redevelopments with planning and design merits. Each application for minor relaxation of BH restriction will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
 - (a) amalgamating smaller sites for achieving better urban design and local area improvements;
 - (b) accommodating the bonus PR granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air ventilation and visual permeability; and
 - (e) other factors, such as site constraints, need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design
- 8.3 Paragraph 8.4 of the ES states that air paths should be preserved within large sites including the Estate. It is important that the future development on these sites should not shield the nearby areas from the prevailing wind. The ES recommends, amongst others, one north-south non-building area (NBA) of about 30m wide across the central portion of the Estate extending the existing Pak Tin Street air path for better air penetration within the Estate (Paragraph 8.4(c) of the ES). The NBA should be taken into account upon future redevelopment of the site. Paragraph 8.5 of the ES states that the exact alignment, disposition and width of the NBA should be considered under the detailed AVA to be prepared for the future development of the site.
- 8.4 Paragraph 9.2.14 of the ES also states that for large housing development sites (including public housing sites), it is required to provide varying BH profile within

the same BH band to avoid wall effect of the buildings, add variation to the sites and help wind penetration at street level.

9. Comments from Relevant Government Departments

9.1 The following Government departments have been consulted and their views on the application and/or the public comments received are summarised as follows:

Land Administration

9.1.1 Comments of the District Lands Officer/Kowloon West, Lands Department (DLO/KW, LandsD):

- (a) No objection to the application.
- (b) The application site mainly falls within vested land vested in HKHA under Vesting Order No. 25 (Pak Tin Estate) with a small portion of government land (the closed PTI at Pak Wan Street). Noting that the planning application concerns mainly relaxation of BH restriction of the Pak Tin Estate Redevelopment, DLO/KW of LandsD has no particular comment on the planning application. If the planning application is approved, HKHA is required to apply to DLO/KW of LandsD to amend the boundary of the Vesting Order to accord with the finalised site boundary of the redevelopment.

Urban Design and Landscape

9.1.2 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

No comment from visual impact point of view as the proposed development consists of ten building blocks with height ranging from 33 storeys to 41 storeys which may not be incompatible with adjacent developments (Tai Tin House/Lai Tin Hosue/Shing Tin House/Cheung Tin House) with BH of 40 storeys.

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

Visual Aspect

- (a) It is noted that the Proposed Scheme was formulated based on the Approved Scheme with design elements for building gaps and the 30m-wide ventilation/visual corridor retained. While the Proposed Scheme may cause a slight reduction in visual openness/sky view in relation to certain viewing points (VP3,

VP4 and VP6 at **Drawings A-16, A-17 and A-19** respectively) when comparing to the Approved Scheme, accommodation of the resulting development with more height variations introduced to the Estate will not significantly affect the general character of the townscape. Nevertheless, the applicant should endeavour to deliver a more inviting pedestrian environment by providing a visually pleasing edge treatment at the podium and street levels, in particular along Pak Tin Street/Wai Lun Street/Pak Wan Street.

Landscape Aspect

- (b) No objection to the application from the landscape planning point of view.

Air Ventilation

- (c) AVA-Initial Study (AVA-IS) using computational fluid dynamics has been conducted to support the application for the Proposed Scheme which includes amongst others a low-rise podium in the 30m-wide ventilation/visual corridor. According to the simulation results, no significant impact from the Proposed Scheme is anticipated.

Traffic and Transport

9.1.4 Comments of the Commissioner for Transport (C for T):

- (a) No objection in principle from traffic point of view to the proposed application.
- (b) The applicant should submit revised Traffic Impact Assessment (TIA) report demonstrating no insurmountable traffic impact caused by the proposed changes under separate cover.

Environment

9.1.5 Director of Environmental Protection (DEP)

- (a) No objection to the planning application.
- (b) The applicant has carried out an Environmental Assessment Study (EAS) and Sewerage Impact Assessment (SIA) to address the potential environmental issues and propose mitigation measures for the subject redevelopment under separate cover. According to the EAS and SIA reports, insurmountable environmental impacts are not anticipated from the proposed public housing redevelopment with implementation of the recommended mitigation measures.

Social Welfare

9.1.6 Director of Social Welfare (DSW):

- (a) No objection to the application.
- (b) There will be ongoing liaison between the applicant and SWD at detailed design stage on the provision of welfare facilities including the location and design of the welfare facilities which will have to satisfy all current and prevailing Buildings Ordinance and SWD's requirements.

Fire Safety

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

No objection in principle to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of his department. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. The arrangement of emergency vehicular access (EVA) shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administered by the Buildings Department (BD).

Gas Safety

9.1.8 Director of Electrical and Mechanical Services (DEMS):

- (a) There is an intermediate pressure underground town gas pipeline running along Pak Tin Street in the vicinity of the Pak Tin Estate Redevelopment Phases 7, 8 and 10.
- (b) The project proponent/consultant/works contractor shall liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the above-mentioned redevelopment sites and any required minimum set back distance away from them during the design and construction stages of development.
- (c) The project proponent/consultant/works contractor is required to observe the requirements of the Electrical and Mechanical Services Department's "Code of Practice on Avoiding Danger from Gas Pipes" for reference.

Local Concerns

9.1.9 District Officer (Sham Shui Po), Home Affairs Department (DO(SSP), HAD):

- (a) No comment on the application.
- (b) The relaxation of BH restrictions of Pak Tin Estate Redevelopment was discussed in the SSPDC meeting on 6.11.2012³. Members generally welcomed the relaxation of BH restrictions for provision of more public rental housing units, so as to expedite the redevelopment project and fulfil residents' desire of local rehousing. The provision of parking spaces in the Pak Tin Estate Redevelopment was also discussed in the Transport Affairs Committee (TAC) meeting on 7.12.2017⁴. Members generally considered that the overall parking spaces in the redevelopment were insufficient (the extracts of the minutes of the SSPDC meeting are at **Appendix IV** and the paper and extracts of TAC meeting are at **Appendix V**).
- (c) During the District Management Committee meeting held on 18.1.2019, a District Councillor expressed his grave concern on the provision of parking spaces in the Pak Tin Estate Redevelopment and considered the parking spaces insufficient.
- (d) The redevelopment of Phases 7, 8, 9, 10 and 11 of Pak Tin Estate was discussed at the Working Group on Public Housing meeting of SSPDC on 6.3.2019. While Members have no objection to the relaxation of BH restrictions for providing more flats, they considered that there should be more provision of car parking spaces and community/social welfare facilities and hence the Working Group has reservation on the planning application (the paper and the extracts of the draft minutes of the Working Group is at **Appendix VI**).

9.2 The following departments have no objection to or no comment on the application:

- (a) Secretary for Education (SED);
- (b) Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD);
- (c) Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD);
- (d) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (e) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);

³ The SSPDC meeting in 2012 was to discuss the redevelopment and rehousing problem of Pak Tin Estate and Members commented that the BH could be relaxed to increase flat supply.

⁴ The TAC Meeting in 2017 was on inadequate parking spaces due to redevelopment of Pak Tin Estate.

- (f) Project Manager/South, Civil Engineering and Development Department (PM/K, CEDD);
- (g) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (H/GEO, CEDD); and
- (h) Commissioner of Police (C of P).

10. Public Comments Received During Statutory Publication Period

During the three statutory publication periods of the planning application which ended on 18.1.2019, 22.2.2019 and 26.3.2019 respectively, a total of five public comments were received with two supporting and three objecting to the application (**Appendix VII**). The objecting comments including one from the same Sham Shui Po District Councillor mentioned in paragraph 9.1.9(c) above and two from the same individual are on the grounds of insufficient car parking spaces and impacts to air ventilation and open space provision of the Proposed Scheme.

11. Planning Considerations and Assessments

11.1 The application is for proposed minor relaxation of BH restrictions from 100mPD to 122mPD (+22m/+22%) for Blocks 1 to 4; from 100mPD and 130mPD to 132mPD (+32m and +2m / +32% and +1.5%) for Block 5; from 120mPD to 130mPD (+10m/+8.3%) for Blocks 6 to 7; and from 120mPD to 157mPD (+37m/+30.8%) for Blocks 8 to 10. The proposed BH of Blocks 1 to 4 (122mPD) and Blocks 6 to 7 (130mPD) was approved by the Committee in 2013 (Application No. A/K4/63) and they are already under construction, and hence further intensification is not feasible according to the applicant. The applicant proposes to further increase the BH of Block 5 (132mPD) and Blocks 8 to 10 (157mPD) and enlargement of building footprint for Block 5, compared with the Approved Scheme, to further optimise the development potential of the site with a view to increasing the supply of public housing flats. The PRs of the Proposed Scheme are 6.9 for domestic and 1.2 for non-domestic and the total PR is 8.1, which is within the permitted PR under the OZP. The Proposed Scheme would provide 6,484 flats, with an addition of 584 flats as compared with the Approved Scheme (5,900 flats).

Relaxation of BH Restrictions

11.2 In terms of BH restrictions stipulated in the OZP, the Site forms part of the high-rise development cluster in the western part of the Shek Kip Mei area. It adjoins the younger portions of the Estate which are subject to maximum BHs of 130mPD (lower platform) and 120mPD (upper platform) in the east. To the north of the Site are Chak On Estate and Public Health Laboratory Centre subject to BH restrictions of 120mPD and 135mPD respectively. To the south of the Site is the Wai Chi Lane/Wai Chi Street area with private residential areas subject to BH restriction of 120mPD. Majority of the Shek Kip Mei Estate lying further south and southeast have BH restrictions ranging from 110mPD to 130mPD (**Plan A-1**).

The Proposed Scheme will not be incompatible with the high-rise residential developments in the vicinity intended under the OZP.

- 11.3 In the western part of the OZP, the clusters of private residential development located to the north of Lung Cheung Road are subject to BH restrictions ranging from 121.9mPD to 210mPD, the various public housing estates and private residential developments located to the south of Lung Cheung Road are subject to BH restrictions of 100mPD to 130mPD, and those located to the south of Woh Chai Street/Tai Hang Tung Road are subject to BH restriction of 80mPD (**Plan A-1**). The proposed BH for Block 5 is 132mPD which is adjacent to the existing building blocks of the Estate with BH of up to 135.1mPD (which was built before imposition of BH restriction of 130mPD). While the BH for Blocks 8 to 10 is proposed to be increased to 157mPD, the BHs of the remaining building blocks of the Estate are in general within the range of 100mPD to 130mPD. In this regard, the overall stepped height profile descending from north to south in the western part of the Shek Kip Mei area would be generally maintained. Besides, the Proposed Scheme could help add variation to the BH profile of the whole Estate (**Plan A-2**).
- 11.4 As stated in the 2018 Policy Address, the Government housing's policy will focus on supply and increase the supply of housing units. Having considered that Blocks 1 to 4 and Blocks 6 to 7 in the redevelopment are already under construction and further intensification is not feasible, the proposed minor relaxation of BH restrictions in the Proposed Scheme would produce an addition of 584 public housing units (from 5,900 to 6,484 flats) as compared with the Approved Scheme and is in line with the Government policy objective.
- 11.5 To address the demand for parking spaces, the applicant has proposed to provide additional parking spaces in the Proposed Scheme on top of the high-end ratio of the HKPSG. C for T has no objection to the application. According to the applicant, the possibility of accommodating the proposed car parking spaces in Phase 13 in basement has been explored in order to minimise the need for BH relaxation for Blocks 8 to 10. However, it is considered not viable as it would require extensive rock excavation which would lengthen the construction period substantially.

Visual, Air Ventilation and Landscape

- 11.6 As mentioned in paragraphs 11.1 and 11.4 above, the proposed BHs for Block 5 and Blocks 8 to 10 and enlarging the building footprint of Block 5 are the most feasible measures to increase flat production. The Proposed Scheme could also retain various design elements as in the Approved Scheme. According to the applicant, the building layout and design of the Proposed Scheme have already been optimised taking into account the provision of various design features including the building gaps and the 30m-wide north-south air ventilation and visual corridor for better air ventilation and visual permeability as well as adequate LOS. Besides, the Proposed Scheme has also taken into account the

preservation of existing trees and the avoidance of light well effect to the open space enclosed by Blocks 8 to 10 with smaller building arms of the three blocks.

- 11.7 According to the applicant's submitted VIA, the Proposed Scheme would not result in significant adverse visual impact on the surrounding areas. CTP/UD&L, PlanD comments that while the Proposed Scheme may cause a slight reduction in visual openness/sky view from some viewing points (VP3, VP4 and VP6 at **Drawings A-16, A-17 and A-19** respectively) when comparing to the Approved Scheme, the Proposed Scheme with more height variations introduced to the Estate will not significantly affect the general character of the townscape. CA/CMD2, ArchSD considers that the Proposed Scheme may not be incompatible with adjacent developments with BH of 40 storeys. Both CTP/UD&L, PlanD and CA/CMD2, ArchSD have no adverse comments on the Proposed Scheme from visual perspective. According to the applicant's submitted AVA, no significant impact of the Proposed Scheme, which includes amongst others a low-rise podium in the 30m-wide ventilation/visual corridor, is anticipated. CTP/UD&L, PlanD has no adverse comment on the air ventilation aspect. CTP/UD&L, PlanD also has no objection to the application from the landscape planning point of view.
- 11.8 The Proposed Scheme has incorporated various design features as mentioned in paragraph 11.6 above. In this connection, the Proposed Scheme is considered generally in line with the criteria (d) and (e) for consideration of minor relaxation of BH restrictions stipulated in the ES of the OZP (Paragraph 8.2 above).

Environment, Traffic and Infrastructural Capacity

- 11.9 Relevant assessments have been conducted by the applicant to demonstrate that the Proposed Scheme would not result in insurmountable impacts to the surroundings in terms of environmental, traffic and sewerage aspects. Concerned Government departments including EPD, TD, HyD, DSD, WSD and CEDD have no adverse comments on the application.

Public Comments

- 11.10 Regarding the public comments received, the planning assessments above and departmental comments in paragraph 9 are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made in Paragraph 11 above and having taken into account the public comments mentioned in Paragraph 10 above, the Planning Department 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 12.4.2023, 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 condition of approval and advisory clauses are suggested for Members' reference:

Approval Condition

The provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board.

Advisory Clauses

Recommended advisory clauses are 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 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 reasons for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form
Appendix Ia	Planning Statement (including AVA and VIA reports)
Appendix Ib	Letter dated 18.12.2018 providing replacement pages of the Planning Statement
Appendix Ic	Letter dated 25.1.2019 with clarifications
Appendix Id	Letter dated 22.2.2019 with clarifications on the status of EAS
Appendix Ie	Letter dated 25.2.2019 with responses-to-comments and revised AVA
Appendix If	Letter dated 13.3.2019 with responses-to-comments
Appendix Ig	Letter dated 18.3.2019 with responses-to-comments
Appendix Ih	Letter dated 8.4.2019 with clarifications
Appendix II	Comparison table between the Approved Scheme and the Proposed Scheme
Appendix III	Previous applications
Appendix IV	Extract of minutes for meeting of SSPDC on 6.11.2012
Appendix V	Discussion paper and extract of minutes for meeting of TAC under SSPDC on 7.12.2017
Appendix VI	Discussion paper and extract of draft minutes of the Working

Appendix VII	Group on Public Housing meeting of SSPDC on 6.3.2019
Appendix VIII	Public comments
Drawings A-1	Recommended advisory clauses
Drawings A-2 to A-3	Master Layout Plan of Proposed Scheme
Drawings A-4 to A-10	Sections of Proposed Scheme
Drawings A-11	Floor Plans of Proposed Scheme
Drawings A-12	Landscape Master Plan of Proposed Scheme
Drawings A-13	Local Open Space and Pedestrian Circulation Diagram of Proposed Scheme
Drawings A-14 to A-20	Comparison of Master Layout Plans of Approved Scheme and Proposed Scheme
Plan A-1	Photomontages
Plan A-2	Location Plan
Plan A-3	Site Plan
Plan A-4	Aerial Photo
	Site Photo

**PLANNING DEPARTMENT
APRIL 2019**